The Literary Digest

NEW YORK, JULY 19, 1930

TOPICS OF THE DAY

The Master's Voice in the White House

"THE BRIGHT SUN RISES to his course and lights a race of slaves" in Congress—if recent observations of Senator Norris are to be taken seriously.

"We obey the lash," declared the venerable Nebraskan, fancifully describing the way some of his fellow Senators yielded to the President on veterans' pensions; "we obey the whip and while we think so and so, we are nothing but pawns on the checker-board, and the man up in the White House moves us around and we obey, as a slave obeys his master."

Which seems to a Republican paper like the Springfield *Union* at least sufficient disproof of the charge that Hoover can not lead.

In fact, after the end of the session, correspondents of papers of all political faiths were recognizing the President's exercise of Executive leadership over legislation. The Senate was denouncing the President as it adjourned its regular session, but it was giving him, nevertheless, "everything he asked for, and in the exact manner in which he sought it," notes Carlisle Bargeron in the Washington *Post* (Ind.) Coleman B. Jones, of the New York *Herald Tribune* (Rep.), is impress by the way "vigorous personal leadership by President Hoover brought the long special and regular sessions of the Seventy-first Congress to an end with a swift series of decisive Administration victories."

DA! DA!
HOOVER LEADERSHIP
CONGRESS
FARM & TARIFF LEGISLATION
I'M GOING TO START IN AND TEACH YOU WHO'S BOSS AROUND HERE, YOUNG MAN!
THE BIG STICK
THERE ARE SOME MOTHERS WHO COULD SPARE THEMSELVES A LOT O' TROUBLE IF THEY'D START DISCIPLINE ... EARLY ---
CONGRESS
HOOVER LEADERSHIP
PENSIONS, CRIME COMMISSION APPROPRIATION, CONTROVERSY, ETC.
--- INSTEAD OF WAITING TILL LATER TO PILE IT ALL ON AT ONCE!

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A Little Mistake Some Parents Are Too Apt to Make!

—Thiele in the Goshen (Ind.) "News-Times."

REGULAR Republican leaders in Washington believe no other recent President has encountered so much hostility and yet emerged at the end so successfully, we read in a New York *Times* (Ind. Dem.) dispatch; "in their opinion, he exerted his rightful power in the closing days in the interest of the taxpayers, and in doing so became overnight the recognized leader of his party—a rôle he appeared unwilling to assume until the situation actually demanded it." These two final victories, of course, were the Senate's acceptance of the compromise Pension bill, and of the $250,000 appropriation for the Wickersham Commission.

With few exceptions, observes the Baltimore *Sun* (Ind. Dem.), "Congress has complied with the Administration program." The Philadelphia *Inquirer* (Rep.) finds Hoover victorious in connection with the tariff, naval treaty, and pension legislation—"three major battles which vitally affected the welfare of the people of the United States." "The President, tho often annoyed has fared well," is the way the Scripps-Howard Washington *News* puts it. Noting the Hoover victories over farm relief, the flexible tariff, and pensions, the Portland (Me.) *Express* (Rep.) concludes that "this is not a record that indicates lack of leadership." President Hoover may not be much of a politician but, after all, remarks the Detroit *Free Press* (Ind.), "the final proof of the pudding is in the eating, and the end of the Congressional session found the Administration program in pretty good shape, with the more vociferous enemies of it biting their nails in anger."

AND the response to this "aggressive Hoover" has been surprizing, the Kansas City *Star* (Ind.) thinks. If the President's "unusual display of warmth and vigor left him a trifle shaky, a roar of applause which swept in from all the corners of the nation must have restored his confidence immediately," says the Richmond *Times-Dispatch* (Dem.). Arthur Brisbane, too, makes this note in his New York *American* column: "Washington says, and the politicians admit it, that President Hoover grew in political strength and in control of his party during the last few weeks of Congress."

The Chicago *Evening Post* (Ind.) sees Mr. Hoover entering upon the latter half of his term "with a strengthening of public confidence in his leadership." Philosophizes the NewYork *Times* (Ind. Dem.) on the way a President may suddenly draw upon his unwritten reserve powers to make his office and personality "the decisive weight in the scales of legislation":

"President Hoover, after more than a year of what often appeared to be self-effacement, drew upon his reserves, as the session of Congress was closing, and successfully imposed his judgment and his will upon a Congress that had been disregarding and almost despising him.

"In those last critical days, the President, not the lawmakers, stood before the people as in reality not merely the Chief Executive but the chief legislator. It was a display of the inherent

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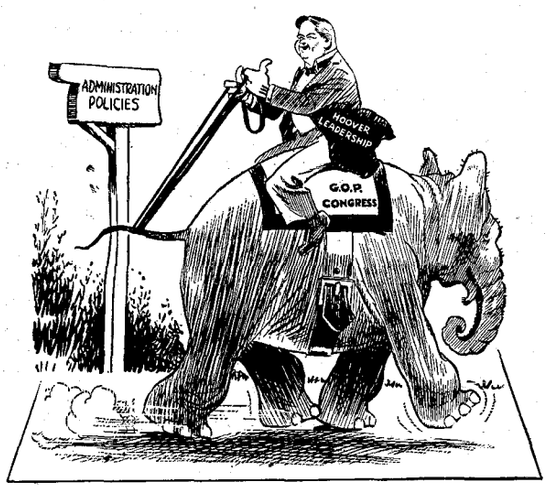
authority and resources of the Presidency which many had grown weary in hoping for from Mr. Hoover.

"It still seems a pity that it did not come earlier. Throughout the long and sordid discussions of the tariff bill, not only Congress but the public demanded again and again that the President state what he thought should be done.

"Judging from the entire success of the President's energetic intervention in the cases of the pension bills and of the appropriation for the Law Enforcement Commission, it seems certain that if Mr. Hoover had sooner risen to the opportunity so invitingly held out before him, he could have shaped the tariff bill not only more to his own mind, but more in accord with the urgent needs of the country.

"That water has gone over the dam. It can now be only regretted, not recalled.

"But there can be little doubt that Americans have taken fresh courage from the fresh courage which Mr. Hoover has himself latterly put on, and will continue to hope that he will not from this time on cease to be every inch a President."



Kidding Himself

—Doyle in the Philadelphia "Record."

But not everybody is acclaiming Hoover leadership. Here comes the New York *World* (Dem.) declaring that in the case of the tariff, farm relief, and pensions, the enactment of the final legislations "marked a complete surrender by President Hoover of principles which he had previously laid down in a message to Congress." *The World* takes great pains to show that in each instance "the President has allowed himself to be jockeyed into a position where he has been compelled to abandon his policies and take what a Congress without leadership and under pressure of special interests has been disposed to offer. In each of these major tests he has met defeat, and it has been a defeat through default of leadership." The New York *Journal of Commerce* finds the record of the last session to be one of enactment of doubtful or nondescript measures, and of failure to act on many important ones. Thus—

"President Hoover, at the termination of this first round with Congress, appears before the country with no record of accomplishment.

"It has been said in current comment, and particularly by admirers of the President, that he is no worse in this respect than his predecessor, neither of them having been able to assume the real headship of the Government.

"This, in a sense, is true, but does not alter the situation politically. There was no popular demand during Mr. Coolidge's Administration for effective leadership as to matters which still remain neglected, but which now are widely recognized as calling for some decisive step.

"Administratively the same lack of definiteness has made itself manifest.

"For example, starting with last autumn, there was a rather ringing announcement by the Attorney-General of intention to end antitrust-law abuses, and to initiate a new policy. Tentative efforts were made in this direction, and then the program was discontinued. There is no apparent harmony of action between the different branches of the Government as to antitrust and trade practise questions, any more than there has been in the past.

"On Prohibition very much the same state of things exists, for notwithstanding all that has been said about the 'noble experiment,' real application of the law appears to be neither better nor worse than during preceding years."

Even more critical is the Lynchburg *News* (Dem.):

"Had the President taken a firm stand at the beginning, had he been as much interested in the kind of bill he demanded as he was in the acquisition of power of taxation for himself, had he spoken out on rates as he spoke out against the debenture, he would, with the help of Democrats and of independent Republicans, have obtained from a Congress a bill he could have signed with a flourish instead of one for which he had to apologize.

"A President in the White House whose ideas of government are to assume autocratic power and to establish prosperity by giving to them that hath, in the fond hope that they will throw a few crumbs to Lazarus, made what threatens to prove abortive farm-relief legislation, brought about a tariff condemned by nonpartizans and sound economists all over the country and irritating to friendly nations, prevented the final disposition of the Muscle Shoals problem, and gave us pension legislation that has all the objections of such legislation, while pleasing few of those for whose supposed benefit it was enacted."

To the Helena *Independent* (Dem.) the Hoover leadership seems a minus quantity, with "his program controverted and blocked by Congress and his solemn campaign promises forgotten." It seems to the Montana editor that it is too late even for the revival of prosperity "to save the remnants of the Hoover myth." To the Montgomery *Advertiser* (Dem.), "Mr. Hoover looks more and more like a one-termer. As a political leader he has seemed to be utterly hopeless; as a President he is weak, indecisive, unimaginative."

Looking back at the record of Congress as a whole we find a general admission that it has been an agitated Congress. Some editors use the word "quarrelsome." The Philadelphia *Record* (Dem.) would like to call it an "irritated" Congress.

Correspondents like to talk about the storms and snarls and clashes that have enlivened so many sessions. There are two ideas about the value of its legislative accomplishment. Here is a Republican paper, the Troy *Record*, calling attention to achievement "which should be impressive and quite satisfactory to all citizens." And here is the Democratic New York *Evening World* calmly concluding that "nothing has been done by the Congress or Administration to commend either to the confidence of the nation."

To refresh memories of readers who would like to make their own estimates of the value of the work done by extra and first regular sessions of the Seventy-first Congress, the New York *Times* prints this list of major accomplishments:

"A tariff revision law.

"An act creating the Federal Farm Board to promote cooperative marketing and stabilize farm-commodity prices.

"A law transferring the Prohibition unit to the Department of Justice, and other measures to strengthen Prohibition.

"Increasing rate of pensions for Spanish War veterans, and reducing period of service for pension eligibility, which bill was vetoed by President Hoover and enacted into law over the President's disapproval.

"Establishing a pension system for veterans of the World War, thus deviating from the policy of confining relief to such veterans through bonuses, hospitalization, disability allowances, and war-time insurance. The original World War pension bill was vetoed by the President, and after the House sustained the veto was repassed in a form which deleted the provisions objected to.

"One per cent reduction in income taxes for calendar year 1929, amounting to about $160,000,000.

"Reapportionment of representation by States in House of Representatives, and providing for taking decennial census.

"Provision for two new Federal penitentiaries, and hospital for convicts mentally deficient and suffering from incurable diseases, and other measures for care of convicts.

"Sanctioned French war debt settlement for funding $4,025,000,000 over period of sixty-two years from 1925.

"Directing reorganization of Federal Power Commission."

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A Coolidge Thrust at the Senate

"With the direct primaries in most States and the popular election of Senators, the present perversion of legislation is unavoidable.

"Often a combination of Senators destroyed party responsibility without substituting any of the virtue of independence.

"The resulting loss to good government could only be retrieved in part by the House and the President."

SENATOR BORAH, a leader of the insurgent Republicans, against whom this frank ex-Presidential criticism is apparently aimed, is reported to have "chuckled, but said nothing," when the correspondents called his attention to these words in one of the daily editorials that Calvin Coolidge is writing for the McClure Syndicate.

But the Indianapolis *Star* (Ind.) thinks that Mr. Coolidge has "diagnosed the great evil of American politics" in his "scathing indictment" of recent developments in the Senate; and the Schenectady *Union-Star* (Rep.) proclaims itself in full accord with the former President's opinion, and declares that: "Party responsibility is, after all, the only guaranty that their wishes will be carried out. The mechanics of our government are based on it." The significance of this Coolidge criticism "will steadily grow as time goes on," thinks the New York *Herald Tribune* (Rep.), which says:

"The direct primary and popular election have been attacked more and more in recent years, but they have never received such a smashing blow as this.

"Mr. Coolidge's well-known reputation for patient sagacity, his tolerance, and his unsurpassable knowledge of American government as it is practised give anything he says great weight. When he says, therefore, that direct primaries and popular election of Senators make perversion of legislation unavoidable, we know that he means it—and bold indeed would be the man to match his knowledge of this subject with that of our former President.

"In its early years the direct primary and the popular election of Senators commended themselves to most citizens largely because the system then existing had caused much dissatisfaction.

"Any alternative seemed worth trying to end a condition in which inferior persons were elected to State office, there to be controlled by grasping bosses.

"But if the direct primary had not been adopted, and the convention system and election by the legislatures had continued, is it not fair to surmise that there would have been some improvement? The general average of State official is probably not much higher than it was then, but the old-time one-man boss has certainly been disappearing.

"It may certainly be doubted whether many of those who favored the direct primary and popular election of Senators in those days do so now.

"The public has not been noticeably freed from any of the existing tyrannies, and unquestionably the quality of the men sent to the Senate under the present system is markedly lower than used to be the case.

"It is hard to say what changes should be made to improve the type of Senator. But one can say that the present system is highly unsatisfactory, and that its results constitute one of the most vital problems of to-day."

THE same question troubles the Richmond *Times-Dispatch* (Dem.), which concludes, however, that "perhaps, after all, the new method is better":

"If the Senate is not now as great a body as it once was, it is, at least in theory, responsive to the popular will. Its members can be kicked out every six years, provided the recalcitrant ones are not possest of too much money."

Millions Saved for Travelers

GOOD NEWS FOR AMERICAN TOURISTS is the recent announcement of a sharp reduction in passport costs, which will save our travelers an estimated $2,000,000 a year.

"To Americans abroad, the name of David O'Connell will now be blest," says *The Publishers' Weekly*, "for on July 1, President Hoover signed the O'Connell Passport bill, which with one stroke cuts the cost of passports for Americans going abroad from $10 to $6, while at the same time it increases the term of each passport from two to six years."

Thus the bill "not only reduces the cost of travel to those going abroad, but, more important still, this change of term will prove of value to the business man who often goes abroad."

Passed by House and Senate after hearings before the House Foreign Affairs Committee, of which Representative O'Connell, of Brooklyn, is a member, the measure "restricts the issue of a passport to a period of two years," we are told by *The United States Daily*, "but makes it possible for a passport to be renewed for two periods of two years each for a fee of $2 for each renewal."

Passport and visa charges may easily tax the tourist's purse, we are told, and thus any reduction of these costs should be welcomed by our army of travelers. Along this line, Myron H. Bent, Washington correspondent of the Brooklyn *Daily Times*, writes:

"Each passport has to be viséed by every country which the tourist visits, at an extra charge of $10 in some instances, costing $100 to $200 a year to an extensive traveler. At the present time the United States has a reciprocal arrangement with a number of countries by which no charge is made by either for visa. They are Belgium, Cuba, Dominican Republic, Liberia, Italy, Mexico, Nicaragua, Norway, Panama, Paraguay, Peru, Siam, Sweden, Switzerland, and Uruguay.

"Most countries have reduced or abolished passport fees, so as to encourage tourists to visit them, Russia being the latest to bid for them. More than half a million tourists visit Europe annually, and the revenue is a considerable item, a large part of which is profit."

What Do You Know About That?

Test your knowledge by the questions below. If you can not answer them, turn to the pages indicated. Each one counts 5.

1. What American country still has white slavery? (p. 22).
2. What trick has salt of working both ways? (p. 27).
3. What countries are building super-Zeppelins? (p. 32).
4. What country contemplates taxing bachelors? (p. 14).
5. Who was Boston's leading Colonial painter? (p. 17).
6. What recent celebrity tore off one of his trouser legs, and why? (p. 34).
7. Where can a dropt pin be heard farthest? (p. 28).
8. Are there any North American saints? (p. 20).
9. What three second-hand airplanes have recently figured in record-breaking feats? (p. 36).
10. How does Paderewski regard modern music? (p. 18).
11. What States have never had a lynching? (p. 22).
12. What is "latex"? (p. 30).
13. What outsider is given credit for helping Greece and Turkey to make a friendly treaty? (p. 16).
14. What discovery helps settle the orbit of Pluto? (p. 30).
15. What is the newest ocean liner to arrive in New York? (p. 42).
16. What insect is the mosquito's greatest enemy? (p. 27).
17. Who was Robert Feke? (p. 18).
18. What is the latest doctor's dilemma? (p. 28).
19. In what city has a great railroad terminal just been opened? (p. 40).
20. What land has halved its death-rate since 1900? (p. 12).

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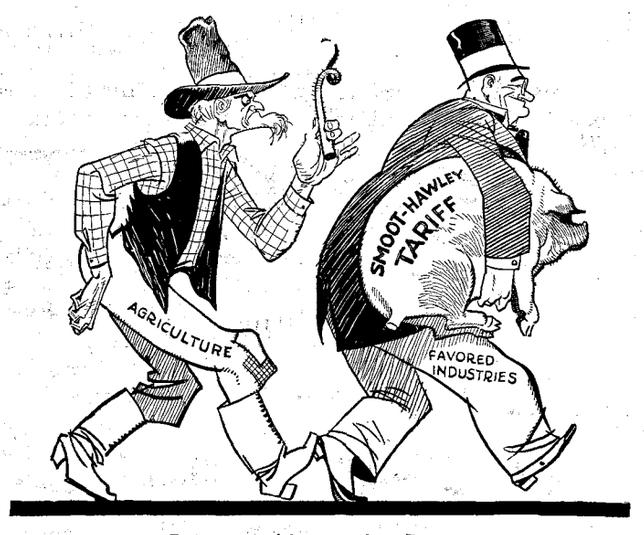
The Tariff and the Farmer

"FOR EVERY DOLLAR CONGRESS has given the farmer in this tariff bill, it has robbed him of ten dollars in increased prices in those things he must eat and wear."

"The bill greatly penalizes agriculture for the benefit of industry."

"No fair-minded person pretends to say this tariff is going to help farmers who produce staple crops like wheat, corn, oats, hay, and similar farm commodities."

Harsh phrases like these glare out from *The Congressional Record* as one reads the last-hour arguments before the tariff bill passed in the House and Senate. But as the heat of the debate died out, other expert observers have been coming forward with calmer analyses of what the tariff bill means to the farmer, altho they, too, fail to agree on just what the effect will be. This act, it will be recalled, is the fruit of the Congressional session called by President Hoover a year and a half ago to revise the tariff for the benefit of agriculture.



Bringing Home the Bacon

—Doyle in the Philadelphia "Record."

Conspicuous among the pro-tariff analysts is Secretary of Agriculture Hyde, who takes a quick shot at the enemy by declaring at the outset that "for agriculture, the tariff act of 1930 will be a distinct gain," because "actually and potentially it increases tariff protection for American farmers," and will benefit the individual farmer to the extent of about $102 a year.

A quick glance over Secretary Hyde's views shows that he finds the new law is a long step toward "parity" between agricultural and industrial products in tariff protection; helps the grower of certain classes of wheat by creating a stronger market; benefits the cotton grower by putting a premium on longer staples of cotton; encourages the production of some crops, such as soy-beans and sugar-beets; encourages diversification through crops which are now offered a stronger market, and, in general, gives agriculture "the power to take the final step toward achieving economic equality."

THE Secretary pitchforks up bundles of facts and figures, thus:

"Many of its rates, such as those on wool, eggs, long-staple cotton, and dairy products, will be generally beneficial.

"Others will be of maximum assistance in border markets and under favorable market conditions.

"All will serve to hold the home market for the American producer, and add to the economic urge to agriculture to balance its production against the market demand.

"The new tariff act provides increased duties upon agricultural products, of which we imported in 1928, $287,000,000 in their raw state. Of the same products, we imported $333,800,000 in their first processed form.

"For practical purposes, therefore, the new tariff act is applicable to imports having a value of more than $620,000,000.

"The increased rates will encourage the production of some crops, such as soy-beans and sugar-beets; will add to the value of such by-products as casein and vegetable oils, and offer many opportunities for diversification through crops which are now offered a stronger market.

"The new bill reduces, even tho it may not entirely eliminate, the disparity in tariff protection which has heretofore existed between agricultural products and industrial products. The statisticians of the American Farm Bureau estimate that if raw agricultural products alone be considered against industrial products, there is an advantage in favor of industry, but that if first-processed forms of agricultural products (such as butter and meats) be considered, there is an advantage in favor of agriculture.

"It can safely be said that the new act takes a long step toward parity in tariff protection for agriculture, and that it affords to agriculture, so far as a law can do so, a high degree of protection.

"On an equivalent ad valorem basis, the percentage of increase on agricultural products (Schedule 7) is more than twice as large as the increase upon other schedules in the bill. This increase was 54.43 per cent. Since the increase on all items covered in the bill is only 6.17 per cent., the increase of 54.43 per cent. on agricultural products is significant."

AFTER citing increases on spirits and fruit-sirups, casein, wool grease, olive-oil, some tropical oils, soy-bean oil, potato starch, and wool and its manufactures, Secretary Hyde proceeds to analyze other important provisions of the act:

"Important agricultural products upon which the rate of duty has been raised are cattle, meats and meat products, hides, wool, long-staple cotton, flaxseed, soy-beans, butter and cheese, milk and cream, casein, eggs and egg products, a large variety of fresh fruits and fresh vegetables and sugar.

"The duty on wheat was not increased above the rate established by the President under the flexible provision of the act of 1922. Establishing this rate of 42 cents in the 1930 act, however, makes possible such changes in rates as later investigation may show to be required. Despite the surplus in production, the duty on wheat is partially effective. It is most effective in protecting the hard spring wheat growers in seasons of short crops, but it benefits other classes of wheat by creating a stronger market.

"Visualize the condition which would exist if no tariff whatever existed.

"Absent any tariff, our markets in the Northwest and on our seaboards would be open to both North and South American competition at a lower freight rate than is enjoyed by our own growers, and at a smaller cost for hauling than the present charge from the producing country to Liverpool. This competition would soon operate to pile up our surplus wheat at inland points, and to lower prices. Despite the fact that the surplus American wheat prevents full protection from the tariff, it is none the less true that such tariff does hold the American market for the American farmer. The degree of its effectiveness varies with market conditions."

NEXT Mr. Hyde tells us what the law should mean to the cotton farmer:

"The tariff bill provides a duty of 7 cents per pound upon cotton having a staple of 1⅛ inch or longer. Since it is long-staple cotton which the United States imports, for special purposes, this duty will therefore be largely effective upon this class of cotton.

"One of the major problems facing American cotton growers is the increasing production of short lengths and of untenderable grades of cotton. The tariff duty will put a premium upon the production of the longer staples of cotton.

"This should result in a great improvement in the quality of the crop and increase both demand and price."

Increases in duties on live stock and poultry "will be particularly effective in border markets" and increasing the duty on eggs in the shell from eight to ten cents, will afford protection in

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border markets which should reflect back to the interior." Furthermore, "the great benefit" of the increased rates on meats and meat products "arises from the fact that it protects the American market from the threat of gluts created by foreign producers." The increased duties on dairy products likewise "are of great significance."

Then Secretary Hyde makes a detailed reply to the charge that the advantages accruing to the farmer are offset by increased rates on the things he buys:

"It has been claimed that the benefits which the bill extends to agriculture are nullified by increased rates upon non-agricultural products which the farmer must buy. While specific items might be selected upon which a plausible argument might be based, the following facts will show its fallacy.

"The average farm family's annual budget amounts to $1,159. In order to test the effect of the tariff upon this budget, the new rates have been applied to it. The rate on each item was then weighted by the expenditure for that item to get a weighted average tariff rate.

"We find, then, that the weighted average tariff rate on commodities purchased by farmers was 16 per cent. by the tariff act of 1922, and is 20.2 per cent. by the tariff act of 1930. The maximum possible increase in the farmers' budget appears, therefore, to be about 4 per cent, or about $48 per year.

"A large part of this increase, however, is on commodities which the American farmer produces, or which are manufactured from raw materials produced by American agriculture. These articles comprise 50 per cent. of the farmers' purchases.

"It is this 50 per cent. which bears the highest rates and on which the increases have been the greatest. If we eliminate the items which farmers as a whole may be said to buy from themselves or from the manufacturers of their products, we find that, for the remaining dutiable items, the tariff rates average 34 per cent. by the act of 1922 and 38 per cent. by the present act.

"It may be said, therefore, that the average American farm family's budget may be as much as $6 a year greater under the new act on items in which the farmer is not interested as a producer.

"Examining further, we find that the term 'high agricultural rates' applies only to commodities produced by American agriculture. Coffee, on which the average farm family spends $16.54 per year, tea, on which they spend $4.96 per year, bananas, on which they spend $4.36, many spices and crude rubber are agricultural products not grown in the United States and which bear no duties.

"There is a large free list which includes many of the commodities purchased by farmers.

SUMMARIZING, Secretary Hyde finds that 50 per cent. of the farmer's purchases are commodities produced by American agriculture, and that about 39 per cent. of his expenditure is for commodities on the free list, leaving "only 11 per cent. of his expenditures for commodities which have a tariff and in which he is not interested as a producer." Then:

"Stated in round figures, and assuming that the rate increases on agricultural commodities were entirely effective, the average income per farm on the basis of 1928 production and prices would be increased by about $150. The average expenditures per farm would be increased about $48 by increases in duties on commodities purchased. The net balance in change of duties, therefore, would be about $102 per farm in favor of the farmer."

Home Again
—From the Omaha "World-Herald."

The Fellow That Is Always Left Out in the Rain
—Evans in the Columbus "Dispatch."

BUT the tariff foes are quick to challenge Secretary Hyde's analysis. Through the Democratic National Committee, Secretary Thomas of Oklahoma, issues a reply, which the New York *Herald Tribune* quotes thus:

"The fallacy in the reasoning of the Secretary is his assumption that the rates on agriculture products will be effective. We produce approximately 200,000,000 bushels of wheat each year more than we consume; hence such surplus wheat must be exported, and no one contends that, so long as we are a wheat-exporting nation, a tariff of forty-two cents a bushel on wheat will help the wheat-growers materially.

"In order to make this tariff effective, the farmers must reduce their wheat production approximately 200,000,000 bushels per annum, whereupon, with the demand for wheat balancing the supply, a fair price naturally would follow to the producer.

"With no tariff benefits to the cotton planter, with practically none to the corn grower, and absolutely none to the wheat raiser, it is difficult to see how the Secretary arrives at his conclusion."

The apparent lack of wide-spread comment among farm papers on the tariff bill, and the fact that only a few of those who do comment hold definite convictions in the matter would seem to indicate that these organs have adopted a wait-and-see policy.

"In an exhaustive analysis of the new tariff law, Chester Gray, Washington representative of the American Farm Bureau Federation, comes to the conclusion that agriculture has not fared so badly after all," we read in *The Nebraska Farmer*. "In his summaries," says the Washington *Post*, "the compiler shows that the percentage of increase of duty under the act of 1930 upon agricultural products in their natural state, plus such products as have been partly processed, is 32.04 per cent. while that of industrial products is but 10.5 per cent."

To *The Southern Cultivator* the tariff act is "Grundy billion-dollar annual gouge," but in Minneapolis, the gateway to a vast farming empire, *The Journal* takes an opposite view:

"The new Tariff Act carries many and manifest benefits for the average farmer, if he will go out and harvest them."

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Another Chapter in a Famous Case

A WHITE-HAIRED, RUDDY-SKINNED CONVICT, whose penetrating, gray-blue eyes express neither bitterness nor despair, learned the other day that his third appeal for pardon had been refused by a California Governor.

He is Thomas J. Mooney, who with Warren K. Billings has served fourteen years of a life sentence for a crime of which both men declare they are innocent.

But what gives significance to their declaration is the fact that, in the light of a series of dramatic developments since their conviction, thousands of disinterested persons in all parts of the world

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Warren K. Billings Thomas J. Mooney

Are They Innocent or Guilty?

"Both Warren Billings and myself are absolutely innocent of this crime," says Mooney, referring to the bombing of a Preparedness Day parade in San Francisco fourteen years ago. The California Supreme Court is convinced that they at least know who the guilty ones are.

have come to believe that they are the victims of a monstrous miscarriage of justice.

Witnesses against the two men have confessed that their testimony was perjured, the judge who sentenced Mooney has denounced the trial as "one of the dirtiest jobs ever put over," and nine of the ten surviving members of the jury that found Mooney guilty are reported to have now changed their opinions. Mass meetings and sympathy strikes, the St. Louis *Star* reminds us, "have been conducted in Mooney's behalf not only in North and South America and the countries of Europe but in Asia, Africa, and Australia."

The bare facts of the Mooney and Billings case prior to the latest action by the California Supreme Court and Governor Young are thus summarized by "Editorial Research Reports," Washington:

"On July 22, 1916, a Preparedness parade was being held in San Francisco under the auspices of the San Francisco Chamber of Commerce. A bomb was exploded at 2:06 P. M. among the spectators. Ten persons died as a result of the explosion, and about forty more were injured. Mooney, his wife, Billings, a taxicab driver named Weinberg, and a trade-union leader named Nolan were indicted for the crime.

"Billings was tried first for second-degree murder. Found guilty, he was sentenced to life imprisonment. Then Mooney was tried for first-degree murder, was found guilty, and was sentenced to death. The most damaging testimony against him came from an identifying witness named Frank C. Oxman, a cattle dealer. The trial Judge, F. A. Griffen, denied a motion for a new trial, and an appeal was taken to the California Supreme Court.

"At this point extremely suspicious letters from Oxman to a friend in Illinois came to light. If authentic, they indicated that Oxman had been paid to testify falsely. Judge Griffen urged that his decision denying a new trial be reversed. But the Supreme Court affirmed the decision, on the ground that the Court could act only upon points of law, and was not constitutionally empowered to consider new evidence. President Wilson urged Governor Stephens of California either to have Mooney tried upon another of the indictments against him, or else to commute his sentence. On November 28, 1918, Governor Stephens commuted Mooney's sentence to life imprisonment.

"Oxman was tried for subornation of perjury, but was acquitted. The trial of Mrs. Mooney and Weinberg resulted also in acquittal. Nolan was never brought to trial.

"In recent years, other witnesses against Mooney have recanted their testimony."

WHILE Mooney appealed directly to Governor Young, Billings, because his was a second conviction, had to make his application to the State Supreme Court, in the hope that it would recommend a pardon. The Court, in a 6-to-1 decision handed down on Independence Day, decided that Billings had had "a fair and impartial trial," and refused to recommend a pardon. The decision says in part:

"It is fairly inferable from his past and present affiliations that Warren K. Billings was familiar with plots and plans of this group of his most intimate associates, and this being so it was an almost irresistible conclusion that if Warren K. Billings did not himself prepare and plant the deadly time bomb of the Preparedness Day disaster, he and his intimate associates and codefendant Mooney knew and have always, both before and since the occurrence of that tragedy, known who did prepare and plant that bomb and the deadly purpose for which it was prepared and planted."

ON the strength of this court ruling, Governor Young later rejected Mooney's plea, arguing that the cases of the two men were parallel. "Until some further light is shed upon the case, which I do not now possess," he said, "I manifestly must accept the conclusions of the Supreme Court and the Advisory Pardon Board."

Meanwhile the Socialist party and the National Mooney-Billings Committee declare that they will continue their efforts to convince the public that these men are "martyrs to labor's cause," who were "framed" and "railroaded" to prison because they had incurred the enmity of powerful interests.

While editorial opinion in our daily press is divided on this case, a large number agree with the New York *World* that the decision of the Court and the Governor "will not satisfy liberal opinion." The New York *Evening World* goes further, and declares that the "decision of the majority of the Supreme Court of California in the Mooney case is a disgrace to American civilization," for there "is no possible escape from the conviction that it was dictated by class hatred."

But the Sacramento *Bee* accepts the matter as settled, and settled right. Says this California daily:

"This paper never has wavered in its firm belief in the guilt of the two.

"Now the Supreme Court of California for the second time puts its authoritative seal on the soundness of that belief.

"And its decision settles the matter adversely to the hope of pardon for either of the prisoners."

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Europe's Cross-Currents--Peace or War?

TWO OPPOSITE DRIFTS are apparent to the intelligent watcher who pays any attention to the cross-currents of European diplomacy.

One sets powerfully toward friendship, cooperation—peace. The other runs strongly toward rivalry, jealousy—war.

Here, on the one hand, is Franco-Italian discord alarming correspondents abroad until our own editors talk plainly about Mussolini's "deliberate challenge to France." At best, concludes the Detroit *Free Press*, "the dove of peace isn't forging ahead very many miles an hour." Even more alarmed, the Louisville *Herald-Post* observes that "just as young Germany was taught and trained to make ready for '*Der Tag*,' so young Italy is being admonished to make ready for the enemy," and that "in both instances it is France provides the objective." And such items as the French Government appropriating $26,000,000 more for frontier defense add to the uneasiness.

But the optimists read all about the different European nations accepting, at least in principle, the Briand conception of a United States of Europe. They note reports of efforts at conciliation between France and Italy over questions in dispute between them. And then, suggests the New York *Times*, maybe people aren't taking Mussolini's warlike words so very seriously after all; "perfunctorily his thunderous defiances of an unnamed enemy, easily identified as France, brought forth comment on war-tensions and war-scares; but no one of importance seriously thought of war as threatened or even implied."

But war-talk aside, Premier Mussolini has been saying things that lead some thoughtful writers to consider whether there isn't some fundamental split in Europe, some new principle dividing the nations into separate, if not hostile, camps. There was an interview with Mussolini in the *Petit Parisien*, some days ago, that stirred up all the French newspapers. The same views seem to have been exprest in a United Feature Syndicate dispatch to the New York *American*, in which the head of the Italian nation explains why Europe simply can't get together:

"Complete European calm does not yet exist, because the various post-war treaties, even twelve years after the mighty conflict, have not allayed international dissatisfaction.

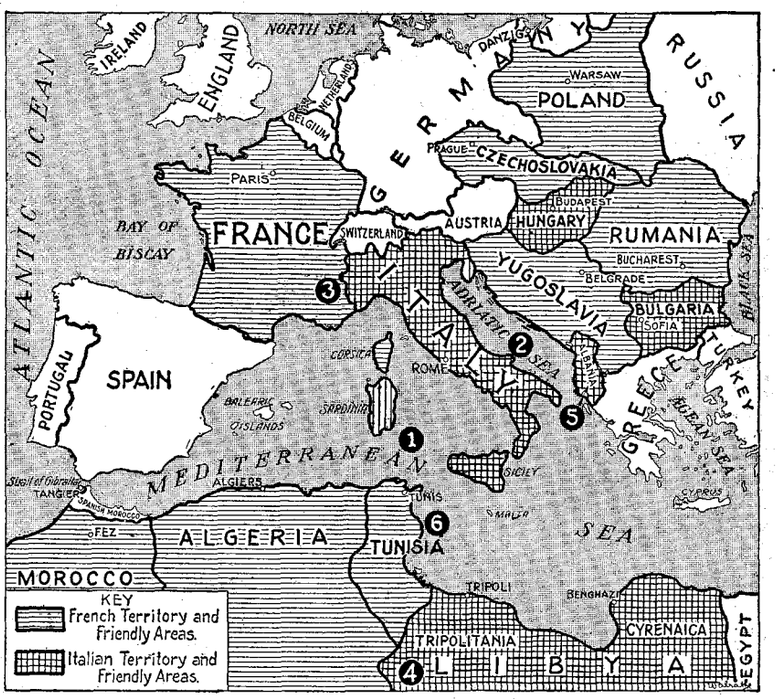
"The victors as well as the vanquished complain, so that the present status quo is not accepted by all as the final word in post-war adjustment.

"Before we can consider a permanent readjustment, we must ask whether Germany must be made ready and willing to forego and forget her present claims.

"Hungary, too, cries out in agony about her restricted frontiers. While Italy, as one of the victors, feels that without mandates and greater colonial concessions she was not given her just demands, commensurate with the contribution she made in the conflict."

To a number of the French dailies this means that Italy is openly ranging herself on the side of the nations demanding the revision of the after-war treaties. Mr. P. J. Philip, Paris correspondent of the New York *Times*, feels that the latest words of Mussolini "will doubtlessly have the effect of placing him at the head of all the discontented non-victors of Europe, thus creating for the first time a definite split in the Allied ranks and alining Fascist Italy along with Hungary, the minority peoples of Roumania and Jugo-Slavia, and the German Nationalists." This writer develops at some length in a Paris wireless to the Sunday *Times* his conception of the way France and Italy are lining up against each other, each at the head of a group of satellite nations. In reality, according to Mr. Philip, it is not any or all of the recent incidents that are responsible for the growing tension. The real trouble is more basic. "France belongs to the catagory of contented nations," but "Italy's case is just the opposite," because "she wants an empire" and "needs room to expand."

Out of this situation the danger of serious trouble, according to this observer, lies east of the Adriatic, where Italy is establishing a firm hold on Albania, thus increasingly challenging Jugo-Slavia, and along the Bulgarian frontier where the carrying of arms by both sides may precipitate trouble any day.



From the New York *Times*

Where Clashing French and Italian Interests Disturb European Concord

(1) In the Mediterranean roadstead to the North African empires; (2) in the Adriatic, where France is maintaining a fleet; (3) along the Alpine frontier, which France is fortifying; (4) in Tripoli, boundaries of which Italy seeks to have rectified by France; (5) in Albania, which Italy controls to Jugo-Slavia's discomfort; (6) in Tunisia, where Italy claims rights for her nationals.

A little more definitely the distinction is drawn between Europe's "revisionists" and "standpatters," by another *Times* correspondent, John MacCormac, writing from Prague:

"With Italy on their side, European revisionists can now count on a strength equal to that of their opponents.

"The revisionists include Italy, Germany, Austria, Hungary, Bulgaria, and Albania—a total of about 126,000,000 people.

"Against them are alined France, Belgium, Poland, Czecho-Slovakia, Roumania, and Jugo-Slavia, whose populations aggregate about 4,000,000 less. Turkey and Greece, which seem neither to envy their neighbors, nor be envied by them, can be left out of the reckoning.

"England seems lately to have become detached from continental complications, if not disinterested; and Russia is impartial if only in the sense of being a common danger."

But after all this talk of discord, we note that the Scandinavian countries, Holland, Belgium, Spain, the Little Entente and, a little less definitely, Germany and Great Britain, seem to be backing the Briand union plan, which is to be discust at the Geneva conference in the fall.

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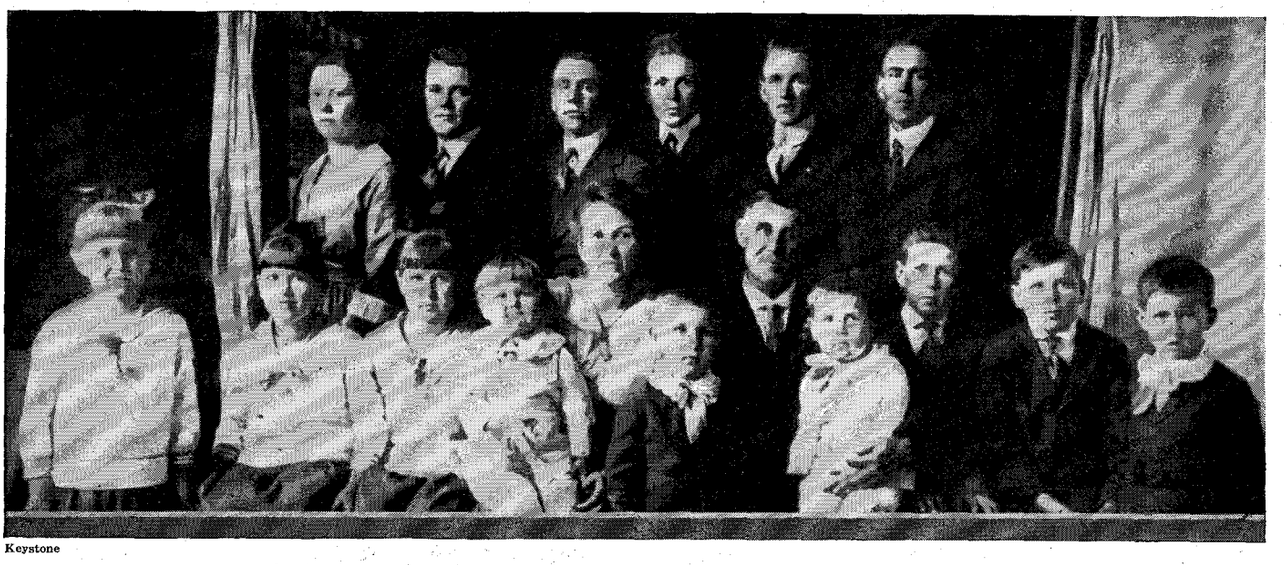

Keystone

It Isn't Their Fault That Our National Birth-Rate Is Declining

The parents of the fifteen sturdy children shown above, immigrants from Iceland, met and married in North Dakota. The development of that State is said to be due largely to such families as this one.

Fewer Die; Fewer Born

IT MUST HAVE BEEN A SAD DAY in germ land, it is remarked, when the news came that the United States had cut its death-rate in half since 1900.

Monsieur Microbe isn't the busy—and successful—worker that he used to be, it seems, not by a great deal. His batting average has slumped dreadfully, we read in the report of the joint committee on health problems of the American Medical Association and the National Educational Association.

In the typhoid league, for instance, where this gentleman used to be a star performer, his death score has been slashed by 95 per cent. And in those other games that he loves to play, diphtheria and paratyphoid, he has suffered identical setbacks.

As the country rejoices over the winning battle being fought by medical science against him and his tribe, another phase of vital statistics bobs up in the news to disquiet some editors. This is the decline in the national birth-rate, as revealed by the Vital Statistics Division of the Department of Commerce. Last year 78,063 fewer children were born than in 1928. With three States excluded from the calculation, this indicates a decline of 3.6 per cent. in the national birth-rate for 1928-1929, we read.

Disquieting this may be, but a reading of a digest of the health report leaves the impression that a child born to-day has far better prospects of long life and good health than ever before.

ONE of the outstanding features of the report is the reduction in the general death-rate of the nation, from 20 and 30 per 1,000 of population prior to 1900, to 12 per 1,000 in 1928. Twenty years have been added to the average expectancy of life in this country in the last seventy-five years, we read.

Pointing to the great reduction in the infant mortality rate, the report says that in 1900 sixteen babies of every 100 died in their first year, but the rate to-day is only seven per 100.

Since 1900 the death-rate for typhoid and paratyphoid has been cut from 34 per 100,000 to 4.9 per 100,000 in 1928 and the death-rate from tuberculosis from 194 to 79. "Some scourges, such as yellow fever, have virtually been wiped out," notes the New York *Herald Tribune*, and it continues:

"The progress made in vaccination for diphtheria and typhoid is given as the principal reason for the decrease in the death-rates from those diseases, with the increase in sanitary precautions taken concerning drinking water and milk as strong contributory factors in the case of typhoid and paratyphoid.

"In spite of the winning campaign conducted against so many diseases, the cost of disease and death in the United States is said still to be tremendous.

"Tuberculosis, heart disease, and physical handicaps cost the taxpayers $927,000,000 annually, $800,000,000 going to fight tuberculosis, $90,000,000 for victims of heart disease, and $37,000,000 for the relief of those handicapped physically.

REVERTING to the declining birth-rate, the United Press tells us that Dr. T. F. Murphy, chief statistician of the Vital Statistics Division of the Commerce Department, believes that this "is the price of modern social standards which move Americans to settle in cities, to share, man and wife alike, in the rigors of earning a living, and to practise the principles of birth control." Continuing:

"To no one of these factors, nor to all combined, however, would Dr. Murphy attribute the declining birth-rate which last year alone reduced the number of babies born in every 1,000 of population from 19.7 in 1928 to 19.

"The cause underlying the surprizing trend is much more complex and due to a combination of factors so involved as to become almost impossible to interpret, he believes.

"He thinks that America's restrictive immigration laws are in a large measure responsible, citing statistics to show that the birth-rate has always been higher among the immigrant class, the foreign-born population."

Excerpts from two editorials will serve to show the tenor of comment on our reduced birth-rate, some editors feeling a bit perturbed about it; others, not at all. First, the Jackson *News:*

"If an average of 3.2 children is necessary for national safety and our average is already down to 2.5, it is easy to foresee not only a stationary population a generation hence but an ominously declining population in a century."

THEN let us turn to the Buffalo *Courier-Express:*

"It is to be presumed that these figures will cause a lot of lamentation among those persons who seem to think that national salvation depends on the number of babies born and not on what becomes of them.

"But we think it is a lot more important that the babies that are born shall have the surroundings and the care that will assure them a chance for life in a rather tough old world.

"Babies that are born without this assurance represent just a waste of nature's life processes."

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TOPICS IN BRIEF

COLONEL and Mrs. Lindbergh are heir-conscious.—*Miami Herald.*

BE careful what you start while trying to stop something. —*Helena Independent.*

THEN, too, the new tariff will keep out a lot of that cheap foreign coin.—*Brooklyn Times.*

IN the good old days, the man who saved money was a miser. Now, he's a wonder.—*Louisville Times.*

ONE reason why we stopt playing golf was because we could never lose the ball in a shady place.—*Dallas News.*

A MODERN nation is one that boasts of labor-saving devices and deplores unemployment.—*Thomaston (Ga.) Times.*

THE Neighborhood Cynic says he wonders how fast Floyd Gibbons would talk if he were in a hurry.—*Louisville Times.*

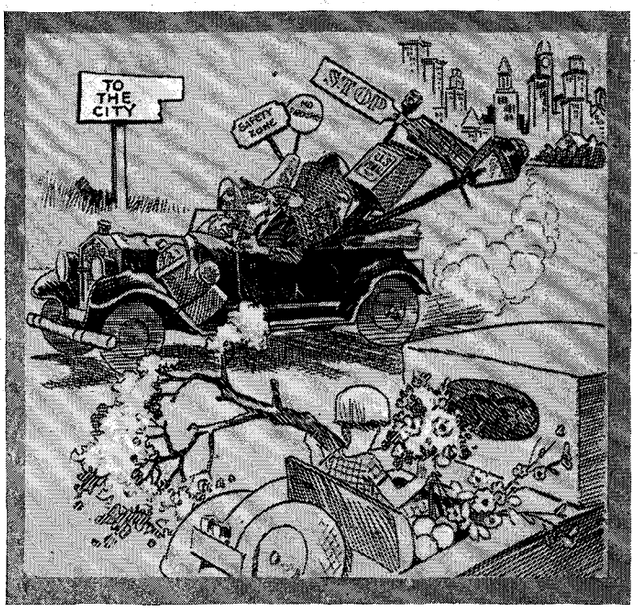
BOOTH TARKINGTON says that by 1980 men will have discarded shirts. At least a good many of us will.—*Miami News.*

THE rarest of all rare creatures is the man who gets a lot of money without letting a lot of money get him.—*Brooklyn Times.*

WE can't go to Iceland for the celebration, but if Iceland will come down and over here, we'll celebrate.—*Knickerbocker Press.*

THE operators of that plane flying above Chicago for all those days may just have been afraid to come down.—*Nashville Banner.*

IT's just the old problem of distribution. There's enough idleness for everybody, but the wrong people have it.—*Brooklyn Times.*



The Country Folks Return from the City

—Doyle in the Philadelphia "Record."

IN order to believe in the party system, it is not necessary to approve of the sort that are thrown most prevalently just now.—*Detroit Free Press.*

A DOCTOR says some people are apt to get dizzy when walking by the sea. They see people swimming before their eyes.—*Passing Show.*

"MEN'S shoulders are becoming broader," says a tailor. This is very fortunate, in view of the increasing burden of taxation.—*The Humorist.*

EINSTEIN thinks space is just matter in another form. This is the most charitable explanation of the human head yet suggested.—*Brooklyn Times.*

EVERYTHING is relative, of course, and we see that a bone dry in New Jersey is a Congressman who comes out for the legality of home-made applejack.—*Detroit News.*

THE dial telephone removes all the old wrong numbers from the telephone operating-room and distributes them around among the customers.—*Helena Independent.*

TWENTY-NINE cities, the census shows, gained more than 100 per cent. in the past ten years. The difficulty will be to find sufficient annexable territory to keep it up until 1940.—*Pittsburgh Post-Gazette.*

"THE present feminine fashion of going about hatless shows good sense, sound judgment, and a healthy outlook which no one can but praise," says a doctor. He is evidently a married man.—*Passing Show.*

JOIN the Navy: You may not have the chance later.—*Detroit News.*

INVESTIGATORS find that rubber suffers from fatigue. Rubber tires.—*Arkansas Gazette.*

TWO Chicago gangsters have died natural deaths. They were shot.—*Philadelphia Inquirer.*

THIS political bug you hear so much about must be the fabled straddle-bug.—*Greenville (S. C.) News.*

DISCRETION is the quality that prompts a missionary to burn the newspapers from back home.—*Elizabeth Journal.*

A BLINDFOLD-BOXING tournament was held last week at a village fête. Blind-man's biff, so to speak.—*The Humorist.*

SPEAKING of plastic surgery, isn't there some way to transfer bone from a statesman's head to his back?—*Brooklyn Times.*

IT seems that every time our diplomats bring home a peace treaty, war breaks out in the Senate.—*Virginian-Pilot.*

THE farmer would feel a great deal happier if a bumper crop didn't bump him harder than anybody else.—*Louisville Times.*

MAYBE the old-time doctor didn't know, but he didn't soak you $10 for sending you to somebody who did.—*Brooklyn Times.*

THE LITERARY DIGEST asks: "Is our thinking divorced from the brain?" Well, a lot of it seems to be.—*Thomaston Times.*

OLD-FASHIONED cooks used to distinguish the inferior grades as "cookin' whisky," but it'll all do that to you now.—*Arkansas Gazette.*

IT is to be noted that the Treasury waited until Congress was about to adjourn before announcing there is a $200,000,000 surplus.—*Wichita Eagle.*

FREEDOM from gangs is much like other freedom. It is reserved for those who have backbone enough to win it.—*Springfield News-Sun.*

NUMISMATISTS are puzzled over a coin that is perfectly smooth and plain on both sides. They can't make heads nor tails of it. —*Arkansas Gazette.*

JUNE is the delightful month when the amateur gardener learns whether the radishes he planted were rhubarb or nasturtiums.—*Detroit News.*

PROHIBITION should amount to something, now that Amos Woodcock has taken command of its enforcement. Woodcock is a game bird.—*Los Angeles Times.*

IT is reported that American grapefruit is becoming popular with the British. The British will find that a monocle affords only half protection.—*Arkansas Gazette.*

ON a London rifle-range, a woman who had never handled a rifle before hit the bull's-eye with fourteen of her fifteen shots. It is not known what she was aiming at.—*The Humorist.*

DR. FERNANDO PEREZ, the Argentine Ambassador to Italy, is said to have invented a device which will detect the difference between the work of an old master and a fraudulent canvas. If it succeeds, it will make Dr. Perez very unpopular in many wealthy American households.—*Boston Herald.*

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FOREIGN COMMENT

Taxing German Bachelors

THOSE MEN WHO WILL NOT MARRY must bleed for it.

This statement by the Berlin *Volks-Zeitung* is accompanied by an explanation of the word "bleed."

The paper means that they must pay more taxes than are paid by married men.

The German Cabinet, at any rate, approved of the idea, and it has been made a feature of the new revenue measure. The Berlin daily just cited suspects that the members of the Reichstag will not be influenced by any entreaties from unmarried men, because the petitions in favor of the measure from women—whose votes also count one each—are many and numerously signed.

The buffer States on Germany's frontiers have been getting petitions from women to tax bachelors, adds our Berlin contemporary. That, we infer from comment in some German dailies, started the crusade.

Yet a word in favor of the bachelors is spoken by the *Volks-Zeitung:*

"It might be appropriate to mention cases illustrative of the bachelor's difficulty.

"They comprise a class of cases indicating the nature of the crisis facing the bachelor.

"Here is, let us say, an educated merchant, perhaps thirty-five years of age.

"He is single.

"His attainments are many.

"He is versatile.

"He can find no outlet for his energies, no occupation affording him opportunities to exploit his capacities.

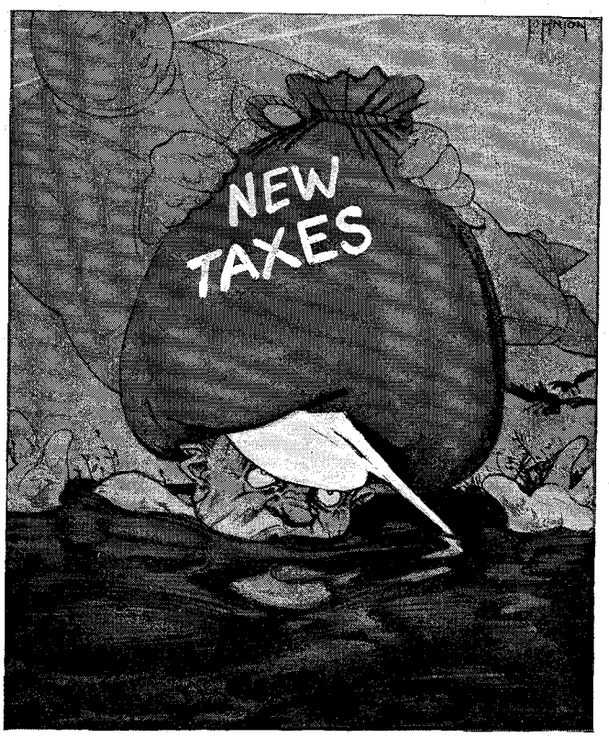
"Despite his most conscientious efforts, he finds no post available.

"He would be glad to get married.

"He is eager to establish a happy home.

"In the existing state of business in this country, he finds marriage impossible.

"What have the women's leagues to say to this?"



Lowering the Taxes

—"Kladderadatsch" (Berlin).

How about the bachelor girls? It seems to the *Vossische Zeitung* (Berlin) that an argument for their taxation could plausibly be framed:

"A tax on bachelor girls might be justified by the fact that the modern woman insists upon being placed in a position of equality with man.

"To a great extent she is on such a basis.

"There are to-day more than ever before women in positions of responsibility who are performing duties attached to such posts with great capacity and success.

"Surely it will occur to the bachelor girl that she must accept the same responsibilities as the bachelor man.

"There is the additional circumstance that the bachelor girl can do many things for herself which a bachelor man has to pay others to do for him.

"No doubt the bachelor girl with a pitifully small income might be granted an exemption from the bachelor tax."

It is urged in the columns of our contemporary that widows without children might be defined for purposes of taxation as bachelors:

"So, too, might childless couples, if both the wife and the husband are in receipt of adequate income.

"The ramifications of a bachelor tax are wide.

"The problems presented by any bachelor tax are by no means so simple as they seem.

"There was in Germany at one time a State which did impose a tax upon bachelors—Reuss during the period prior to the World War.

"This tax was from 5 to 10 per cent. additional to the regular income tax, according to individual conditions and the number of dependents.

"It does not appear that this particular income tax brought in any revenue sufficient to make it worth while."

MANY bachelors in Germany to-day, we learn from this daily, have to pay for the support of their children born out of wedlock. These bachelors may regret, it is added, that they did not marry. But the tax on bachelors in Germany, the Berlin *Vorwaerts* insists, is not planned to encourage marriage. Germany's bachelors, it says, might conclude, as did the bachelors in ancient Rome, that they could pay a bachelor tax and still find it cheaper to live single. It is an error, too, to assume that the tax in modern times is any great novelty, and we learn:

"In the course of the centuries a tax on bachelors has been levied in the most varied manner, and among all sorts of races.

"The bachelor tax has been resorted to often in France, which, even in a period relatively recent, found this device of finance highly expedient.

"In France, as a matter of fact, centuries ago, the Duke of Burgundy taxed bachelors heavily in addition to their regular dues, but these single men preferred to go to the State treasury rather than to the altar. Therefore the bachelor tax, designed in reality to increase the population, failed to add recruits to the ducal forces.

"During the World War—as recently as 1915—France levied a tax on bachelors.

"It was designed to increase the number of marriages.

"Thus, it was assumed, would an increase in the population be brought about.

"This increase, in turn, must assure conscripts for the Army.

"But like a similar tax during the great revolution, this expedient did not have the results hoped for.

"As a rule, those Frenchmen who lead the intellectual life are precisely those who prefer to remain unmarried."

Dispatches from Berlin explain that the special tax on bachelors was decided upon by the German Cabinet as one means of meeting the Treasury deficit.

The unmarried men must pay 10 per cent. in addition to their regular income tax, and are also liable to an increase in premium payment of 1 per cent. for unemployment insurance. These special taxes are imposed to avoid levying new general taxes to burden Germany's industries.

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Empire Voices on "Federated India"

TO LORD IRWIN, VICEROY OF INDIA, the British Empire looks for keeping his head in the present crisis. When he was appointed Viceroy four years ago an Australian sketch-writer suggests that the average citizen was likely to ask "who is this man Wood, anyway?"

For until he was elevated to the peerage to qualify, he was plain Edward Frederick Lindley Wood, son of the aristocratic Viscount Halifax.

This "man of the hour," as *Stead's Review* of Melbourne, Australia, tells us, was, however, known to "the handful of people who matter," his erudition and sympathy with Indian mysticism standing out among personal qualifications.

Further, we learn that the Christ Church, Oxford, graduate, "a high churchman with intelligent, searching eyes and a modest way" appeared as "a tall good-humored Conservative member of Parliament in 1910." And under the Baldwin Government he became Under Secretary for the Colonies, member of the Board of Education and the Board of Agriculture. "In politics, as in theological belief, Lord Irwin is a Conservative, but on Indian affairs his view has been Liberal."

Hardly can this be called spectacular preparation for now holding the "most spectacular position which the sovereign can assign to a British subject."

While Nationalist demonstrations and clashes with British Power rage in India, and King George pleads for "unity of understanding and peace" in dedicating the House of India in London, the recent reforms recommended in the report of the Simon Investigation Commission are greeted by a "good press" in England and a "bad press" in India—"very much what might have been expected," observes the Manchester *Guardian*.

THIS report, as readers of THE DIGEST will recall (issue for July 5), proposes gradual development of a kind of "United States of India," a federation of British-India provinces to begin with, and open to the provinces ruled by native princes when they choose to join. In brief, it provides for provincial autonomy, substitution of a Federal Assembly for the present Central Legislative Assembly, separates Burma from India, creates a Council for Greater India, enlarges the electorate, both direct and indirect, and reserves final "emergency" powers to the British authorities.

Native States of India

Britain rules the densely peopled white area; native princes rule the black area, with a population of 75,000,000.

The Simon report is the "most important political document in recent history," according to the London *Truth*.

The London *Spectator* emphasizes possibilities for India, and the sympathy with India embodied in the recommendations, thus:

"The road is open for the peoples of India to reach, if they will, a position of vast honor and importance in the world, and to be the proud possessors of a Constitution, mainly of their own building, which will stand comparison with any Federation in existence. In some ways an Indian Federation, contributing to the renown and authority of the British Commonwealth of Nations, but also drawing security and sympathy from that source, would be a greater because a more difficult achievement than any other autonomous polity within the Commonwealth.

"Whatever may have been thought of the past methods of trying to bring India into consultation—we ourselves condemned them heartily enough—they are done with. A new era has opened. We heartily hope that Indians will do themselves and their cause justice at the decisively important Round Table Conference (called for October in London). If there are points in the Simon recommendations (as we know that there must be) to which they may take exception, they will have every encouragement to say so. It seems scarcely possible that impartial Indians could read the recommendations without being sensible of the strong sympathy with India which runs through them. It is upon that sympathy—upon the certainty that Great Britain desires to help India to the outward-looking freedom which is possible within the British Commonwealth of Nations—that the representatives of India can safely rely."

Underwood & Underwood photograph

Where the Storm Rages

Stands the Viceroy of India, formerly plain Edward Frederick Lindley Wood, high churchman.

THE "fundamental weakness that vitiates the whole scheme" is the lack of "responsible government" at Dehli, according to *The New Statesman* (London), which insists that it is madness to make light of the powerful force of Nationalism in India to-day:

"The choice before us then, as we see it, is this: Either we must propound a new Constitution, which the reasonable elements in the body of Indian nationalism will accept, or we must prepare to control the country in the teeth of active as well as passive opposition. Sooner or later this will lead to the breakdown of peaceful government and the rule of the sword. Who can contemplate that with equanimity? And which of us, Britain or India, would have to give way in the end? But if it is to be the other choice, then the facts—including psychological facts—must be faced, and no stone must be left unturned to make the Round Table Conference a reality. That means a conference in which the report of the Simon Commission will indeed be treated with all the respect that it deserves, but will not be put on the table as our last word to India."

Before the Legislative Assembly at Simla, Lord Irwin officially proclaims the "free" Conference policy, pleading for full Indian cooperation in working toward eventual "Dominion status."

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Greece and Turkey Friends Again

WHEN TURKS AND GREEKS FORGET their blood feuds sufficiently to settle a dispute by treaty, it becomes something to talk about as a very significant event in the turbulent Near East.

The "end of a century of armed enmity" and "healing old sores," according to press versions, consists of an agreement upon the method of settling claims that arose from the wholesale

An Up-to-Date Fragment from Modern Greece

—"Daily Star" (Montreal).

exchange of populations following the war of 1921-1922 in Anatolia.

Greece, defeated in that conflict, is to pay $2,100,000, which, as the London *Times* explains, will be divided—

"Among the Greeks of Turkish nationality living in Constantinople who lost their properties in the interior of Turkey, those Greeks who left Turkey before and after the War with non-Turkish passports, and, having been forbidden to return, have lost their properties in Turkey; and, finally, among the 'non-exchangeable' Turks of Western Thrace.

"The Thracian Turks, who are Greek subjects, were guaranteed their properties by the Treaty of Lausanne, but when the Greek refugees poured in by hundreds of thousands, the Greek Government divided many village pastures, claimed by the Turks as the inalienable property of their villages, among the newcomers and on occasion expropriated Turkish estates.

"These obvious, if excusable, breaches of the Treaty of Lausanne annoyed the Turks of Western Thrace and were exploited by the Turkish delegates when the Greeks were making a spirited resistance to their financial claims. The compensation of the Thracian Turks, even tho the amount falls short of their claims, will remove the only important grievance of this very respectable minority.

"Other articles of the Agreement provide for the return of sequestrated properties in Constantinople to Greek subjects, guarantee the Turkish Greeks established at Constantinople against eviction, and arrange for the eventual valuation of the properties abandoned by the exchanged or 'exchangeable' Greeks and Turks."

INCIDENTALLY such an accord carries with it a significant affirmation of the status quo between the two countries, and it is further reported that Greco-Turkish negotiations are in prospect for more conventions, financial, commercial, consular, on amity and arbitrations, and on limitation of naval armaments. Friendship gestures are also noted, dating from the unprecedented attendance of the Turkish Minister at the religious celebration of the centenary of Greek independence at Athens some months ago, and the predicted early visit of M. Venizelos to Angora, the Turkish capital.

That both Turkish and Greek statesmen have publicly acknowledged their indebtedness to Mussolini in securing agreement, the Istanbul correspondent of the New York *Times* considers its most interesting feature. He says in part:

"Italian policy for several years past has been directed toward bringing about a Greco-Turkish entente, and Fascist diplomats in Athens and Angora have been very active.

"Italy has already concluded treaties of non-aggression and friendship with Turkey and Greece, and it is to be expected that Turkey and Greece will make a similar treaty soon. The moment will then be ripe for the conclusion of a tripartite agreement, which will be styled a Mediterranean pact.

"The principal object of this will be the maintenance of peace and the status quo in the eastern basin of the Mediterranean. Altho the aims and objects of the pact are peaceful, it is to be feared that its conclusion will be viewed unfavorably by France, which regards with suspicion any European groupings in which Italy figures.

"Both France and Italy are endeavoring to woo Turkey and Greece, but so far Italy has been the most successful suitor."

TEWFIK RUSHDI BEY, Turkish Foreign Minister at Angora, who praised both Mussolini for assistance, and the neutral Presidents of the Mixed Commission for their work, explained to the Grand National Assembly that the treaty was signed because "it was necessary to place national interests before private ones, and it was essential to make a practical agreement which could be quickly applied."

Refugees in Greece complain that their interests have been sacrificed for political purposes, yet conditions have been bettered for "lost souls" in Istanbul, particularly, as the Associated Press reports:

"Twenty thousand Greeks in Istanbul, who, under the new accord are recognized as established residents, especially welcome the treaty. During the last seven years the inability of the two nations to agree upon their status has made them officially 'lost souls,' unable to procure passports or any legal document.

"The Turkish Government requires civil marriages, but as it did not recognize these Greeks as citizens of any country it would not grant marriage licenses to them. Hence there are at least 300 couples living together without a legalized union, who will now be able to make their marriages legal.

"Forty thousand other Greeks who were recognized under the 1923 agreement as established Turkish citizens may also benefit by the treaty through the probable removal of the existing restrictions—such as that prohibiting liberty to travel.

"The accord also calls upon the Mixed Commission for settlement within six months of the 1,000,000 property claims remaining among the claims of about 1,500,000 Greeks, formerly sent from Turkey to Greece, and 400,000 Turks sent from Greece to Turkey.

"The commission will have to speed up, for at its rate of working during the last seven years it would take several hundred years to reach a complete settlement."

THE London *Times* concludes:

"This improvement of the relations between two peoples who have lived together for centuries, have hated one another cordially, and yet for all their historic quarrels understand and supplement one another very well, is to be welcomed as a contribution to the political stability of the Levant.

"Greeks and Turks have important interests in common.

"It is more than a coincidence that their lands, taken together, almost exactly correspond to the Byzantine Empire late in the tenth century, when the armies of the European and Asiatic provinces, led by a Cæsar from Asia Minor, turned back the invading Russians at Dorystolon and Preslava."

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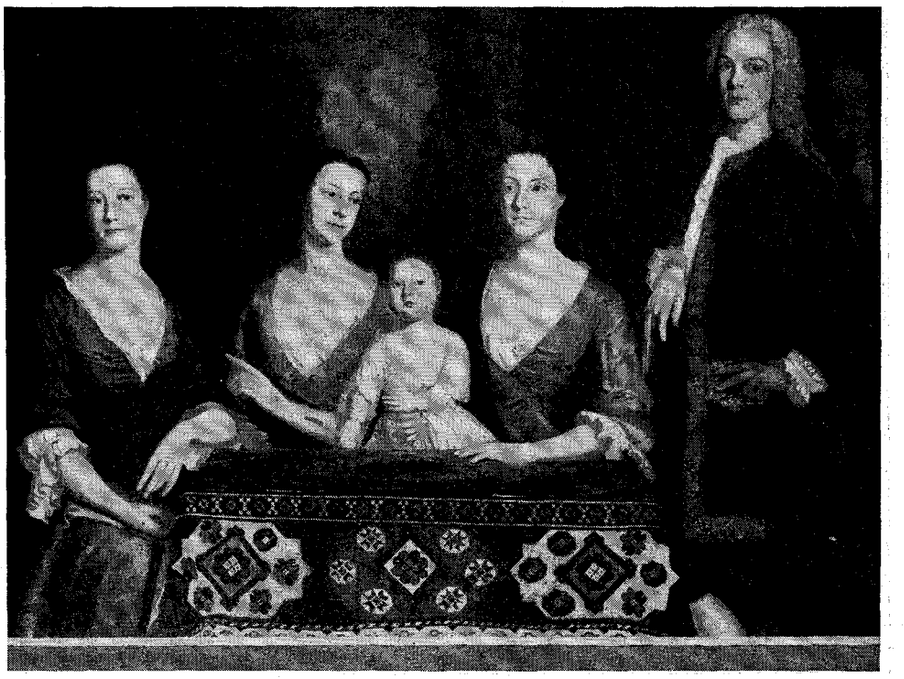
Early Boston Worthies

ONE HUNDRED OF BOSTON'S pre-Revolutionary celebrities look down from the walls of the Boston Art Museum.

They are gathered from galleries and private homes to take part in the Tercentenary observance of the founding of the Bay Colony.

Incidentally they are a startling reminder of the changed type of the American face. English, they are, of the eighteenth century.

English also are most of the artists who painted these portraits. The exception is John Singleton Copley, native son of Boston, whose work assumes a kind of primacy over the others, who were foreign born, and who fled the severer competition of Reynolds, Gainsborough, and other English painters, to settle on the less critical soil of America.



An American Royall Family

Painted by Robert Feke (1741), and showing, right to left: Isaac Royall, Jr., founder of the Royall Professorship of Law in Harvard College, his wife and daughter; Mrs. Mary Palmer, sister of Mrs. Royall, and Penelope Royall, sister of Isaac.

IT has become the fashion, says Mr. Albert Franz Cochrane, in the Boston *Transcript*, to refer to the early paintings produced in this country as the work of the "American Primitives." Here we go astray:

"Into this category are herded Pelham, Smibert, Blackburn, Dummer, Feke, Badger, and a host of their lesser-known or unidentified contemporaries.

"With such a definition I must take issue.

"The term 'primitive' is properly applied to artists identified with a people whose culture is just beginning to bud. Such was not the condition in America. If the surrounding countryside was undeveloped, its new settlers were not. Theirs was a highly organized civilization with a rich background of achievement and tradition.

"That much of the work of the early colonial artists was primitive in appearance is granted. But it must be realized that this primitiveness was largely due to the undoubted inferiority of its authors.

"Pelham, Smibert, and Blackburn stand out as eighteenth-century American masters when compared with the less talented of their contemporaries. But again it must be recalled that all three passed their early years abroad, and there received their training in art. Pelham was born in England in 1684, and did not come to Boston until after he was forty.

"John Smibert, born in Scotland two years later than Pelham, worked himself up from a common house-painter, studied the masters in Rome for three years, and returned to London as a copyist of old masters for the dealers. He also was forty years of age when he came to this country in 1728, first settling at Newport and later in Boston.

"Blackburn, the date of whose birth in England I have been unable to learn, came to this country, presumably in middle life, in 1754, after executing a series of portraits in Bermuda. Similar careers might be traced for nearly all European painters resident in Colonial America."

WHY did they take the transatlantic journey? Mr. Cochrane hazards some guesses:

"Various and plausible reasons are advanced—Smibert, for example, came with Bishop Berkeley's abortive attempt to found a college settlement at Newport, and stayed on when the clergyman was forced to return to England when the Royal support was withdrawn from beneath his venture.

"It is true that Smibert enjoyed some reputation in London, for his friend, Horace Walpole, commented on his departure as follows: 'When his industry and abilities had already surmounted the asperities of fortune, he was tempted against the persuasion of his friends to embark in the uncertain but amusing scheme of the famous Dean Berkley.' But a deeper reason generally underlies such emigration.

"Low as the English school of portrait-painting was—altho Hogarth was already in the ascendency—Smibert and Pelham must have been unable to compete successfully with their rivals at home. One hears little or nothing about either in the annals of British art. Of Smibert, Mr. S. G. W. Benjamin, an American critic of fifty years ago, was correct in his appraisal when he said:

"'He was not a great painter. If he had remained in Europe his position never would have been more than respectable, even at an age when the arts were at a low ebb.'

"By the time of Blackburn, art in England was nearing its full blow with the advent of Reynolds and Gainsborough. Yet unsuccessful competition must have been again largely responsible for the artist leaving home to try his hand in the colony at Bermuda and later at Boston. The spirit of adventure seldom tempts a prosperous portrait-painter away from a lucrative clientele.

"But even Pelham was considered competent enough to paint two provincial governors, William Green of Rhode Island, and Samuel Shute of Massachusetts. Neither of these, nor yet a third, of the Rev. Cotton Mather, has much to recommend it beyond the importance of its subject.

"It may be asserted as almost axiomatical that in Colonial portraiture before Copley—excepting perhaps the work of Feke—the sitter made the artist live to posterity, and not the artist his subject.

"There are nine portraits by Smibert in the Museum's exhibition, and one by his younger brother, Nathaniel Smibert. Again, little can be said for the canvas artistically, with the

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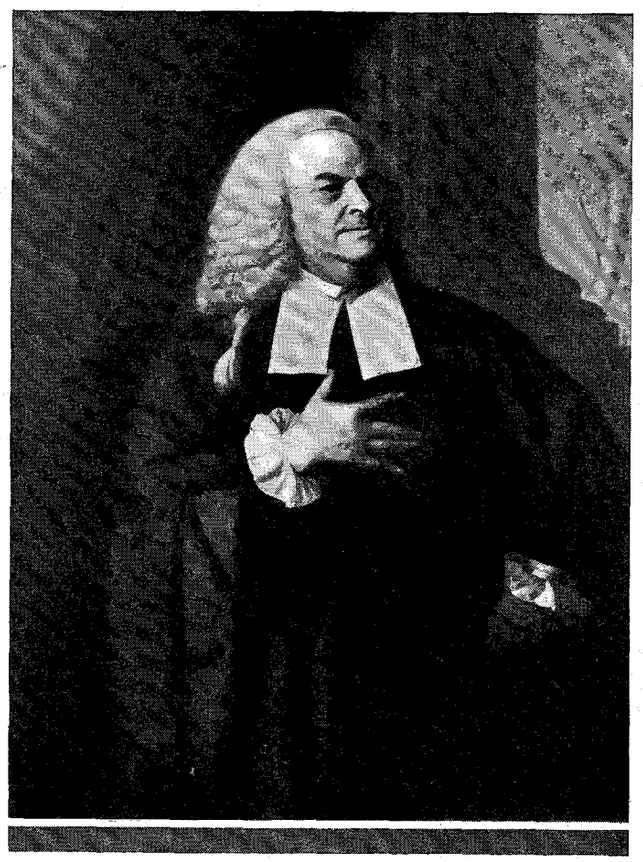
exception of a charming oval portrait of the youthful Mary Pemberton.

"If this may be accepted as unquestionably the work of Smibert, then it is to be regretted that the painter did not confine himself more exclusively to feminine portraiture. The canvas of the pleasing young woman is penciled with such freedom and grace that it seems definitely out of its period."

COPLEY is so well known as not to draw much comment from Mr. Cochrane:

"Nearly one-half of the canvases are by Copley, painter of Boston's élite and important personages before his embarkation



Richard Dana, 1699-1772

John Singleton Copley's portrait of the Boston jurist, who was chairman of the committee instructing the representatives of Boston concerning the Stamp Act, 1765-70.

for London at the outbreak of Revolution. There is not a single Stuart portrait, not even his famous pair of Washingtons included in the exhibition, for Stuart passed his early years of activity abroad, and did not return to this country until the end of the war.

"But if his Athenæum portraits of George and Martha Washington are ruled out of the Colonial exhibition by a technicality, they may yet be seen by visitors in an adjoining gallery of the Museum where they hang with many other Stuarts."

ROBERT FEKE, whose group of the Royall family we reproduce, is thus presented by Alice Lawton in the Boston *Post:*

"A legend to the effect that he, having run away to sea in his youth, was captured by pirates and imprisoned in Spain, seems scarcely to be borne out by his work, for he paints according to the conventions of his country, and yet with more convincing lifelikeness than many.

"He, too, excels in the rendering of rich fabrics as in the embroidered coat and ruffled shirt of Isaac Royall, Jr., and the gowns of the three women, his wife and their sisters.

"The baby, with a somewhat cynical mouth, is rather more of the wax-doll type.

"Notice with what painstaking fidelity he reproduced the pattern of the Oriental rug that covers the table against which all, except the youthful Isaac himself, lean. Isaac Royall, Jr., be it recalled, founded the Royall Professorship of Law at Harvard College. Notice what an alert, yet meditative, look his young face wears."

Paderewski Impatient

THIS AGE IS "NOT PROPITIOUS for art."

Has any age been propitious, in the view of any of its contemporaries? Yet somehow art has struggled through and the foreordained artist has not been deterred.

But Ignace Paderewski, one of the world's great pianists, also enough of a man of affairs to rule the Polish State for a time, repeats the charge of the artist against his age.

Quoting him in the New York *Times*, Mr. P. J. Philip does not find the great musician "censorious." "With the calm philosophy of the great artist he contents himself with observation, and does not pass judgment." Here are some of the artist's pronouncements:

"It is an age of economics. It is an age of production, and as such it has great value, for it has brought greater comfort to the masses. If it is well directed it may later come to be regarded as one of the most valuable epochs of this ever-changing system of human life.

"But genius, and, therefore, the creation of great art, is impossible under the present system of living. Genius requires not only the divine spark, which comes as an accident, but also favorable conditions in which it may develop. What are most essential are quiet and intense concentration of mind. To have that nowadays one must retire to a hermitage to live, and even in a hermitage one can not entirely escape the excitement of movement which is pulsating through the whole world in this era of quick travel, radio diffusion, and political challenge and change.

"There is another handicap to the creativeness of art in the increasing tendency toward collectivism. People are more and more working in groups. They form trusts, corporations, and federations, and, thereby, accomplish marvels commercially. But no poem or painting was ever created by a syndicate. Art is great only when it bears the stamp of the individual, and to-day the individual is being merged and lost in the group.

"There are fewer poets and fewer musicians. Those who would come in contact with art are obliged to live on what the great masters of the past left us. We look in vain for anything to duplicate what Italy gave us in the way of art during the fifteenth and sixteenth centuries. In music we still cling to the old masters. Where is there any one to-day who is reaching the heights of Bach, Beethoven, Mozart, or those later Romanticists, Schumann and Chopin; or that youngest and most powerful genius, Wagner?

"I try to keep my mind open, but I can not understand the meaning of most of the music that is being written to-day. On my program are the works of the modern composers—Debussy, Rachmaninoff, and Schelling—but the average composer of to-day seems to be seeking color only, and color is not music.

"When we pass beyond this age of comfort into an age of luxury, then there may be a renaissance of art. I do not predict this will happen, for I am no prophet. But art is luxury, and when people can afford luxury they usually look for artistic enjoyment."

AMERICA, according to M. Paderewski, may bring art back to the world—"first, because wealth alone will permit it, and second, because the standard of education in America is higher than in most other countries."

"Paderewski is not wrong," says the Philadelphia *Record*, "but he is impatient." Also:

"He wants his geniuses too soon. The distinguishing mark of the genius is his utter comprehension—he knows what it's all about.

"This changing world is heading somewhere, fast. No one knows where; no one knows what it's all about. Perhaps Walt Whitman got something of the beauty of its motion, but he stands almost alone.

"When this age has become, not fixt, but more certain,

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some one will tell us what it is doing. We will begin to see ourselves. Just now we are making ourselves. He who understands first what we are making will be the first genius. Paderewski, and those others who doubt that he ever will come, merely represent the befuddlement before the explanation."

The Making of Modern Ruins

THREE BILLION DOLLARS' WORTH of last year's new building are a blight to the landscape.

So we learn from Charles H. Cheney of Los Angeles, chairman of the Committee on City and Regional Planning of the American Institute of Architects.

Quoted in a press bulletin issued by the Institute (New York) is the urge upon cities to check the ruin of fine neighborhoods by the intrusion of ugly buildings. Thus:

"Property values are destroyed, cherished homes abandoned, and neighborhoods ruined by the erection of one or more off-color, ugly, or inappropriately designed buildings. Every investor, every bank and lender of money, every honest home builder in our cities has generally been at the mercy of the careless, ignorant, or vicious builder operating on the vacant lot next door. Every vacant lot in an unprotected neighborhood today carries a threat of ruin to its neighbors.

"This is the greatest economic loss of our time, and one that can and will be remedied as soon as investors, home owners, and the public generally learn how to protect themselves. Congress has pointed the way in the Shipstead bill by establishing architectural control in Washington under the police power. In another decade it is predicted that some form of municipal control over the design of private buildings will be as common as zoning regulations now are. More than 500 cities have established zoning in the last ten years.

"Architectural control of this kind is not new. Santa Barbara, California, in 1925 to 1926 required that all plans for private buildings be passed on by a competent architectural board of review, much as the Fine Arts Commission acts for Washington. During that time more than 2,000 buildings of the best old California style were erected, altho politics intervened to do away with the board, and the city has since been disfigured by a large amount of ugly, off-colored, and bad architecture.

"For fifty years high-class real-estate subdivisions have been exercising careful architectural control, with marked success and increasing property values, by means of building restrictions established by private agreement in the deeds.

"This is what has made the Roland Park, Guilford, Home Land district of Baltimore, Forest Hills on Long Island, the Country Club district in Kansas City, and the Palos Verdes Estate near Los Angeles, among others, the outstanding attractive residential districts of America. What they have accomplished will be repeated before long in all cities by the establishment of municipal architectural control under police power."

A GREAT national advance to sounder city building through the passage of the Shipstead bill is seen by Mr. Cheney. This measure gives the Fine Arts Commission legal veto, with police power, over the design and color of all private buildings fronting Pennsylvania Avenue, Lafayette Square, and certain other major government projects in the city of Washington. He proceeds:

"Congress has protected hundreds of millions of dollars of new public buildings by insisting that private structures facing them shall at least be of a reasonably high standard of architecture. It has also wisely appointed the Fine Arts Commission to administer the act. This is a body composed of men of the highest standing in the world of architecture.

"It is always a great shock to visitors to find Washington in any way below par, tawdry or ugly, or of such bad color, or so plastered with signs as to thwart and make negative the fine architecture that is going up. Of course, in the towns and cities from which these visitors come, as much as ninety per cent. of the buildings in most places are ugly or bad architecture. So Washington on the average is ahead of the country.

"In an approximate check-up of the amount of reasonably decent or attractive city architecture three years ago, I said that we could give Washington only twenty-five per cent., New York twelve per cent., Chicago eight, Dallas six, and other cities in between, as a comparative rating. I believe Washington is now showing a slightly better percentage of new buildings of all kinds, public and private as well, because of the excellent work of the Architects' Advisory Council.

"In the areas which are now to be subject to the Fine Arts Commission approval, every building will have to be good, and that part of the city will have a hundred per cent. record, or nearly so. This will substantially increase property values and invite much larger and better investments than those parts of the city still unfortunate enough not to have this kind of architectural control and protection."

Dorothy Murray

Another Copley portrait representing a Boston grande dame of 1773, when she was Mrs. John Forbes.

The Cover

LIKE father, like child.

The portrait on the cover represents the artist's daughter, Paula Swan, and very markedly reproduces the features of her gifted father.

Paul Swan has various modes of artistic expression. Until recent years he was conspicuous as a dancer, and being of classic build his métier was largely in the mode known as Greek dancing.

His painting and drawing, however, have demanded more than an equal share of his energies, as will be evidenced by the long list of portraits he has exhibited, among which are such notabilities as Raquel Meller, Violet Heming, Anna Pavlowa, and Madame Cabanel.

Living in New York, his work has been shown regularly at the National Academy of Design and the Architectural League. He has held one-man exhibitions in London, Paris, Athens, Buenos Aires, Santiago, and New York.

As a philosophical portraitist the New York *Times* has viewed him thus:

"One is struck first by the sensitivity of his drawings. He has modeled a delightful head of Raquel Meller. She has suggested to him the fine art of melancholy, and he has been astute enough to reproduce the mood with all its pretentious mockery."

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RELIGION AND SOCIAL SERVICE

The First North American Saints

ONE OF THE WORLD'S most moving tales of missionary heroism received its crowning touch when the names of eight North American martyrs were recently added to the Roman Catholic Calendar of the Saints.

Tortured, burned, scalded, scalped, hacked to pieces—it chills the blood to read the story of Father Isaac Jogues, Father Jean de Brebeuf, Father Noel Chabanel, Father Antoine Daniel, Father Charles Garnier, Father Gabriel Lalemant, Brother Jean de la Lande and Brother René Goupil, who, while preaching the Gospel in Canada and northern New York State in the first half of the seventeenth century, gave up their lives for their faith.

All were proclaimed saints by Pope Pius in a brilliant ceremony in St. Peter's, under whose dome were gathered 30,000 people, come from the four corners of the earth. "Not in recent times," writes Ralph W. Barnes in a dispatch to the New York *Herald Tribune*, "has the Apostolic Basilica, the largest church in the world, witnessed a more imposing spectacle."

The whole missionary life of these eight men—the first to be canonized of those who went to North America—was a martyrdom. As the New York *Times* reminds us:

"They slept on the bare ground, ate only Indian corn boiled in water. Heat and insects tortured them in summer, cold and vermin in winter. The Hurons were suspicious until converted; the intractable Iroquois were a menace to Black Robe and Huron alike.

"These missionaries, men of culture and refinement, wrote their 'Relations' as they sat on the floors of smoke-filled huts, surrounded by filth, screaming children, and hungry dogs."

The Symphony

By Francis L. Montgomery

HERE in the forest, wind blows through the pine
With sound as of strings by virtuosi played,
And up and down the edges of the glade
The wood-wind tones of slender reeds entwine;
The crash of cymbals mingles with the sharp,
Long riffles and staccato boom of drums
As the swift deluge of the tempest comes
And, passing, drops slow gold notes from the harp.
It is God speaking to the ears of men
In flawless harmonies, celestial,
That rise in grandeur to a climax strong,
Sweep through the forest in titanic song,
Cease when the Master lets His baton fall,
And silence folds the forest in again.

—*The Times, New York.*

IT is on these "Relations" that John J. Wynne, S. J., bases his "The Jesuit Martyrs of North America," in which is set forth in appalling detail the sufferings these Catholic missionaries endured without faltering.

Fathers Jean de Brebeuf and Gabriel Lalemant, with a few other Jesuit missionaries, arrived at Quebec on June 15, 1625, after a three months' voyage from France. For twenty-five years they labored among the Indians amid great hardships before they were tortured to death by the Iroquois tribe. They had converted many Hurons, and their principal field of work was in the Georgian Bay district in what is now the Province of Ontario.

One morning in March in 1649, writes Father Wynne, the Iroquois attacked the village at which Brebeuf and Lalemant were stationed. They perpetrated unspeakable horrors upon the inhabitants, and their torture of the two missionaries "was as atrocious as anything recorded in history." The account, as written by Ragueneau to Jerome Lalemant, then superior at Quebec, is contained in his "Relations of 1648-49":

"As soon as they were taken captive they were stript naked, and some of their nails were torn out; and the welcome which they received upon entering the village of St. Ignace was a hailstorm of blows with sticks upon their shoulders, their loins, their legs, their breasts, their bellies, and their faces—there being no part of their bodies which did not then endure its torment . . .

"They cut off the hands of one and pierced the other with sharp awls and iron points; they applied under their armpits and upon their loins hatchets heated red in the fire and put a necklace of these about their necks in such a way that all the motions of their bodies gave them a new torture.

"For, if they attempted to lean forward, the red-hot hatchets which hung behind them burned the shoulders everywhere, and if they thought to avoid that pain, bending back a little, their stomachs and breasts experienced a similar torment; if they stood upright, without leaning to one side or the other, these glowing hatchets, touching them alike on all sides, were a double torture to them.

"They put about them belts of bark, filled with pitch and resin, to which they set fire, which scorched the whole of their bodies.

"At the height of these torments Father Gabriel Lalemant lifted his eyes to heaven, clasping his hands from time to time, and uttering sighs to God, Whom he invoked to his aid.

"Father Jean de Brebeuf suffered like a rock, insensible to the fires and the flames, without uttering any cry and keeping a profound silence, which astonished his executioners themselves; no doubt his heart was then reposing in his God.

"In derision of holy baptism—which these good Fathers had so charitably administered even at the breach and in the hottest of the fight—those wretches, enemies of the Faith, bethought themselves to baptize them with boiling water. Their bodies were entirely bathed with it two or three times and more, with biting gibes, which accompanied these torments."

FINALLY the Indians put out Lalemant's eyes and placed burning coals in the empty sockets. Father Brebeuf died about three o'clock on the same day of the capture, but Father Lalemant endured until nine o'clock the next morning.

The following day Fathers Charles Garnier, Antoine Daniel, and Noel Chabanel were tortured to death. Father Garnier was shot three times through the body, but nevertheless continued calmly to console and absolve his Huron converts until the infuriated Iroquois rushed in and butchered him with their tomahawks.

Fathers Jogues and Goupil and Brother Jean de la Lande were martyred at what is now the town of Auriesville, New York. With the aid of the Dutch at Orange, near Nieuw Amsterdam (New York), Father Jogues escaped the first time he was captured, and returned to France to win from Pope Urban the right to celebrate mass with his mutilated hands. He came back and died by the tomahawk as he was entering a cabin. He was only thirty-nine, and had spent ten years in the mission, undismayed by the certain martyrdom that awaited him.

"These men," says the New York *World*, "embodied what we like to think of as the characteristic missionary virtues—utter devotion, utter indifference to pain, complete absorption in aiding others and spreading the faith." And the Brooklyn *Eagle* comments thoughtfully:

"If there exists to-day in Canada a powerful organization of Catholicism, if it has survived conquest and the radical changes brought by wholesale immigration and settlement, the result may be traced back to the force with which the first Catholic missionaries propagated their ideal. They have left an abiding work behind them and millions attest its survival.

"Apart from its religious significance and as testimony to

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the altruism of generous spirits, the canonization of these Canadian missionaries must awaken a sentiment of sympathy among many persons beyond the fold of their own faith."

A White Servant of India

"SEND FOR ANDREWS!"

That is what they say in India, we are told, when trouble is brewing, or there is some difficult problem to solve.

"What I think of Andrews," said Mahatma Gandhi once, "is that India has no servant more devoted, more sincere, and more hard-working."

In the Fiji Islands—for he has been everywhere that people need help—they call him "Deenabandhu Andrews—friend of the lowly."

Thus we are introduced to Charles F. Andrews, British lay missionary, who has devoted his life to the service of others. "Service," writes Bishop Frederick B. Fisher in the New York *Christian Advocate* (Methodist), "is the natural expression of his life."

ONCE, in the poet Tagore's home, Mr. Andrews told Bishop Fisher that the most essential quality in a modern missionary is "willingness to serve, and a determination not to direct our Indian colleagues." A European acquaintance said that he was a dangerous man because he persisted in lowering the prestige of the white race by doing coolie service for Indians.

And behold the example, says Bishop Fisher as he writes it down:

"He had actually seen Andrews sweating on a hot day under the burden of carrying Tagore's suit-case while the poet walked without a burden! Imagine that as a method to lower prestige. It raises it to the highest degree. And what is prestige, anyhow?

"It is frequently said in cultured Indian circles that if you want to know where Andrews is, just locate the most recent disaster—plague, or cholera, or flood—and you will find him there. He is usually the first on the spot. Some spiritual perception helps him to sense unerringly the place of need.

"Tagore was ill, and carrying the poet's luggage would be as natural as giving him a cool drink of water.

"Gandhi was on a long fast, weakened and persecuted; and nursing him by day and night was a spiritual privilege. Who could call that a hardship?

"Prisoners were crowded into a cattle-car, without air or light or food or drink. They died like rats. To investigate this cruel tragedy and to demand apology and reparation was an irresistible challenge.

"Cholera ravaged a whole Bengal town. Doctors and nurses were not available. To organize nursing squads and to enlist public support was but meat and drink to him. Waist-deep through swollen streams he staggered, carrying lowly villagers to the improvised hospital made of bamboo and grass.

"Outcaste flood sufferers were absolutely neglected by their high-caste fellow countrymen, who lived on the hilltops out of the water's reach. Andrews's very love for India gave him a whip of scorn with which to lash the privileged sluggards into unprecedented activity in rescue and relief."

Photograph by Underwood & Underwood

"Deenabandhu Andrews"

"Friend of the lowly"—that is what they call Charles F. Andrews, British lay missionary in India, who persists in doing coolie service for Indians.

WHO is this "modern Paul" who seeks out the scattered sons of India in the South Sea Islands, the continent of Africa, Canada, and South America? We learn from Bishop Fisher:

"Years ago he came out to India from Cambridge University. He was a priest in the Church of England. At Delhi, and elsewhere, he served as college professor and spiritual leader.

"But authority and sectarianism restricted him. He felt that he could not do what his soul craved because of the priestly regulations that hemmed him in on all sides. So he surrendered his ministerial orders and became a 'lay freeman.'

"He joined the staff of Tagore's university at Bolpur as a voluntary worker. This is even yet the base from which he does his work. When there, he teaches, advises, serves; and when away, he is always in touch by correspondence.

"I do not know what that 'Abode of Peace' would ever have done without his gentle, guiding, serving spirit. He and Tagore are bosom friends—David-Jonathan—twain personalities, strikingly independent, but one spirit."

THE missionary lives very simply. He wears the comfortable Bengali dress much of the time, but dons European clothes when occasion demands. He knows his work and his people, and he is a research student of infinite patience. When he has the facts and the proofs, we read, he goes straight to headquarters, local and general.

For instance, when the local authorities in Africa would not yield, and public opinion was weak, he got on the boat and went to London. "His two powerful weapons are: first, a magnetic appeal to the justice of the man or the group in power; and, second, a compelling influence in arousing public opinion. He gets the facts and knows how to use them with power."

But the greatest thing about this servant of man, says Bishop Fisher, is that he is a "Christlike man," and the Bishop recites:

"One of the most intellectual and powerful of Indian men sat in my library one afternoon near twilight, and in speaking of Christ's appeal to him, said that C. F. Andrews was like the Christ he longed to know. There are so many ideas about what Christ is like, that this statement is always somewhat intangible.

"But if beauty of spirit, humility, service for the love of helpfulness and not for merit, vicarious toil and high social idealism are Christly qualities—then Charlie Andrews, as we love to call him, even in spite of his years, is as Christlike a man as I ever have known. I heard recently that he is writing a new book with some such title as 'What Jesus Christ Means to Me.' If he is, then that will be a book of reality and revealing beauty. Among all His disciples Jesus has no counterpart more radiantly like the original Master."

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Who Is to Blame for Mob Murders?

GOVERNOR DAN MOODY OF TEXAS, runs a story, has sent a ranger to London to explain to the newspapers just what happened during the recent lynching "enjoyed" by Sherman, of the Lone Star State.

One London newspaper called Governor Moody on the transatlantic radio telephone to ask him about it, but the conversation was necessarily brief, and possibly, observes the Savannah *News*, which tells us the story, the ranger will do better at explaining, "but it is doubtful."

After the ranger finishes telling what happened, and even goes into the historical and psychological background of lynching, some dense Londoner, says *The News*, is likely to ask: "But what were the Bobbies doing all that time?"

"And the ranger," says the Savannah paper, "will blush and try to do some more explaining, and the Londoner will still be too dense to see the point."

So far as *The News* sees it, "about the only way to make a Londoner understand lynchings is just not to let them happen. And, after all, we folks here at home ought to be able to see that there is no sense, no civilization, in lynchings."

Which brings us to what the Commission on Interracial Cooperation has to say on the subject. In a statement issued at Atlanta the Commission places responsibility for mob violence on "official neglect and local religious indifference."

Four lynchings in as many weeks gave point to the statement.

After declaring that "American lynchings probably do more than anything else to discredit Christianity at home and abroad," the statement says that a study of mob outbreaks over a period of years has convinced the Commission that "preachers and officers of the law can end lynchings whenever they determine to do so, and in the meantime they can not escape definite responsibility." The statement continues:

"Practically every lynching means that some officer has neglected his duty or surrendered to the mob. Reasonable vigilance would have prevented most of them. The two latest lynchings illustrate this fact.

"At Walhalla, South Carolina, threatening mobs gathered on two nights preceding the lynching, yet no effort was made to remove the prisoner or to provide adequate protection for the jail.

"At Sherman, Texas, the sheriff, the police, the famous Texas Rangers and, finally, the National Guard, were all on the scene, and all failed to make any effective resistance."

BUT the Macon *Telegraph* raises the question whether the blame for lynchings can properly be laid on the clergy. The public schools, it says, have a heavier responsibility. "It is in the schools that the future citizen learns his duties to the community," it is argued, "and the duty to refrain from snatching the prerogatives of court and executioner is a duty to the community. Until this civic aspect of the lynching problem is hammered home in the minds of our children, the gentler counsel of the Church will not have the effect of wiping out mob murders. The practical, common-sense lesson that lynching is an injury to the general welfare will be a more effective deterrent than the plea that lynching is a violation of the commandment, 'Thou shalt not kill.'"

Probing a bit deeper, *The Telegraph* observes:

"Organizations close to the churches incline to lay too much responsibility on the preachers for things that go wrong in our society.

"The churches have their part in teaching the individual to 'render unto Cæsar,' but it is a mistake to berate them for not enforcing secular statutes, just as it is a mistake to call upon the State to enforce ecclesiastical and purely moral regulations.

"Let the churches do their part—and a tremendous part it is—to lessen the crime of lynching, but don't put too much blame on them for what is due to neglect elsewhere.

"Probably it could be demonstrated, if an investigator were patient enough, that the exceptional outburst of lynching this year is due in large part to the economic depression.

"Lynchings are largely done by men and youths of the class which is sometimes contemptuously referred to as 'poor white trash.' It is this class which comes into closest competition with Negro labor. In times of depression, this competition becomes more bitter, and lynchings are an expression of economic resentment as well as racial hatred.

"This is not a new theory.

"It is one familiar to investigators of lynchings, altho they do not stress it in public discussion, feeling that the removal of this cause is more difficult than the removal of other contributory causes.

"Consequently, the cry that the Church is neglecting its duty is substituted."

HERE it may be well to note that forty-three States are on the honor roll of States free from lynching during 1929, according to figures sent out by the Tuskegee Institute. This is the same record as that in 1928, and a gain of four States since 1923. Ten lynchings were recorded during 1929, or one less than in 1928. Of the lynchings in 1929, four were in Florida, one each in Kentucky and Tennessee, one in Mississippi, and three in Texas. Three of the victims were white and seven Negro. Officers prevented lynchings in twenty-seven instances, twenty-four of them in Southern States.

It is interesting to know that, according to statistics reported by the Commission on Race Relations of the Federal Council of Churches, only five States have never had a record of lynching—Massachusetts, Connecticut, New Hampshire, Rhode Island, and Vermont.

White Slavery in the Argentine

THE TRAFFIC IN WHITE SLAVES is by no means ended, tho the League of Nations is pitted against it, and a recent investigation in Buenos Aires discloses that it flourished there and that it has made millionaires of several men.

The investigation, fostered by the Jewish Association for the Protection of Women and Girls, brought out, we read in a special cable to the New York *Times*, that a society operating under a charter issued by the Province of Buenos Aires as a mutual-aid society was a vast and efficiently organized white-slave-traffic machine. Its ramifications are said to have extended through Argentina, Poland, France, and other European countries.

The organization was so strong that it had frozen out all competition in the terrible industry.

The majority of the women who had fallen into the clutches of these traffickers in human bodies, *The Jewish Standard*, a Canadian Jewish weekly, informs us, were Jewish women, chiefly from Poland, where the economic situation is reported to be so desperate that any offer of a livelihood is acceptable.

According to *The Jewish Standard:*

"The country is so destitute that Jewish girls are easily persuaded to forsake their homes under promise of perpetual luxuries. They discover, of course, that they have been lured away with promises that are not kept.

"It seems too sad to admit, but the fact is that many Jewish parents—thoroughly aware that the men who come to their doors with offers of marriage to their daughters are nothing but white-slave agents—willingly turn over their girls, hoping that whatever the life they are forced to lead, they will at least get bread.

"Only by thinking of conditions in Buenos Aires can one begin to realize the terrible plight of Polish Jewry.

"Two million Jews, without occupations, without funds, without hopes—living on the comparative mite that can be provided by American Jews. It is not a reassuring prospect. The hopes of Polish Jews, with eyes turned toward Palestine, were not strengthened by the action of the British Colonial Office in banning immigration."

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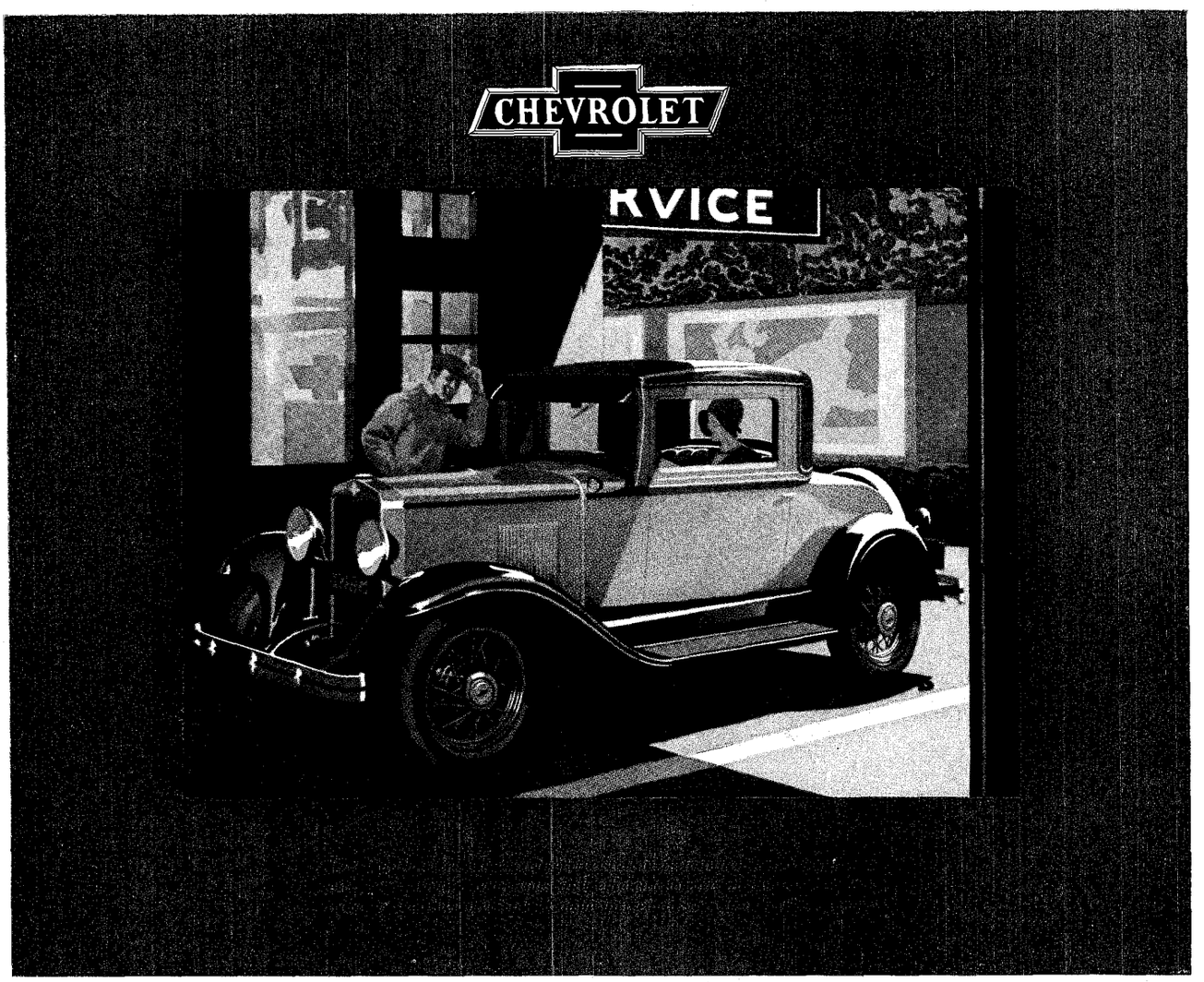

10,000 dealers offer you the protection of Chevrolet's New Service Policy

One of the finest features of Chevrolet ownership is the new and broad-gauged owner's service policy now in force throughout Chevrolet's great national organization of 10,000 authorized dealers.

Put into force as a signed agreement between dealer and purchaser, this policy embodies, without question, the most liberal service provisions that ever backed a low-priced automobile.

It specifies that the car will be delivered in perfect condition—carefully inspected, adjusted and lubricated. It provides for free inspection and adjustment at 500 miles and periodically every 1000 miles thereafter. It calls for replacements covered by Chevrolet's standard warranty without charge for either parts or labor. And it states that the foregoing provision will be carried out by any authorized Chevrolet dealer in the United States—regardless of where the car may have traveled during the warranty period.

Obviously, so liberal a policy could be justified only by a car of modern design, fine materials and outstanding dependability. And because it saves money for the Chevrolet owner, it confirms the ever-growing idea that it's wise to choose a Six—not only for smooth performance, genuine comfort and distinctive beauty, but also for truly economical transportation!

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Sport Coupe . $655
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Special Sedan . $725
(6 wire wheels standard on Special Sedan)

ROADSTER or PHAETON
$495

Sedan Del'y .. $595
Light Delivery Chassis $365
Roadster Del'y $440
(Pick-up box extra)

1½ Ton Chassis $520
With Cab $625
Prices f. o. b. factory Flint, Mich. Special Equipment Extra

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... at the helm it's

HANDLING!

Chester

SUCH POPULARITY

© 1930, LIGGETT & MYERS TOBACCO CO.

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... in a cigarette it's TASTE!

SPARKLING, spicy, fresh!—the familiar pleasure of Chesterfield smokers—taken for granted, as a good cigarette should be, because it is unfailingly *there!*

Better tobaccos do it. Such mildness *with* solid flavor requires the costliest leaf—and one thing more: Chesterfield's blend. The partnership is matchless; the result—what every smoker wants—a *satisfying cigarette.*

"TASTE *above everything*"

field MUST BE DESERVED

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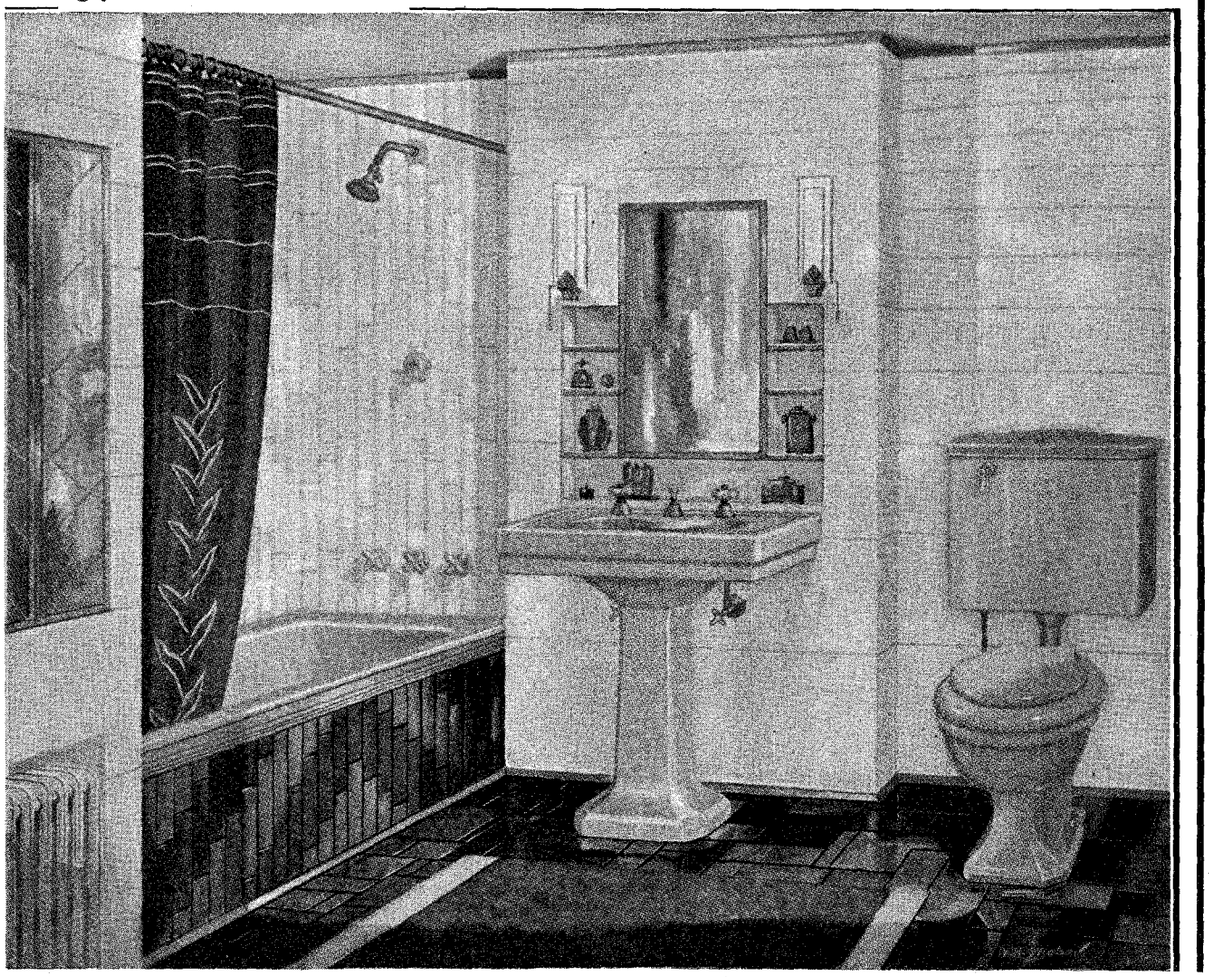
"Standard"
PLUMBING FIXTURES



The most inexpensive designs are available in exquisite colors

Beauty in bathroom furnishing and decoration is more a matter of well-informed selection than of price. To confirm this you have but to go to the "Standard" Showroom or your plumbing contractor's and select moderately priced "Standard" Plumbing Fixtures in the color you prefer.

Then ask for two estimates; one for the fixtures in white installed, the other for the fixtures in color installed. These estimates will reveal that you can have "Standard" Plumbing Fixtures in color in your bathroom for just a little more.

The group illustrated in orchid, bath and shower combination, vitreous china lavatory and water-closet is $310, not including the installation charge. Just imagine how attractively different your bathroom would be with plumbing fixtures of Ming green, exquisite orchid, deepest blue, or old ivory, of moonlight blue or du Barry Rose, distinguished black or red!

Would you remodel your bathroom at once if it were not for the question of ready cash? Then you'll be glad to know that you can have the "Standard" Plumbing Fixtures you want by making a small down payment. Easy monthly installments will take care of the balance, and all the while you will have the benefit of a livable bathroom.

For the details of this easy payment plan ask your plumbing contractor, visit a "Standard" Showroom, or mail the coupon.

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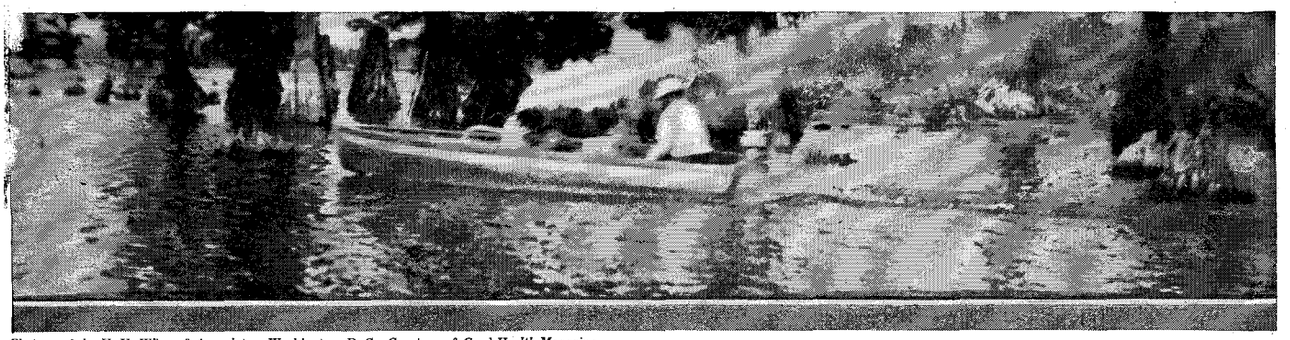

Photograph by U. V. Wilcox & Associates, Washington, D. C. Courtesy of *Good Health Magazine*

Waging War on the Mosquito from a "Dusting Boat," with Paris Green and Powdered Lime

New Ways to Fight Mosquitoes

SCIENCE DECLARED WAR against the mosquito some years ago.

She has now brought into use several new weapons of extermination in a nation-wide attempt to completely annihilate the troublesome and dangerous pest, we are told by Walter Raleigh in *Good Health* (Battle Creek).

The U. S. Public Health Service has not only tested out new mechanical methods and recommended them, but has formed alliances with birds, fish, oils, and, in a few instances, with other cannibalistic mosquitoes. We read:

"Mosquito-extermination societies and sanitary experts are devising new methods of attack, bringing into play some of the latest inventions.

"One of the methods recently evolved has proved simple, economical, and yet very effective. It involves the use of a portable blower-fan, similar to fans used for ventilation in homes and offices, to spray a mixture of Paris green and powdered lime over swamps and lakes where mosquito larvæ are found.

"The entire 'dusting' outfit, including a gasoline-driven generator, may be installed in a rowboat with an outboard motor.

"Only one man is needed to accomplish the 'dusting.' Sanitary officials have used this method economically in places where no other method of larval control has been found feasible. The nozle velocity of the blower is 1,500 feet a minute, and it moves forty-five cubic feet of dust-laden air a minute. It retains its effectiveness up to 525 feet.

"J. A. Le Prince, senior sanitary engineer, and H. A. Johnson, technical assistant in sanitary engineering of the Public Health Service, have declared after the tests carried on by the simple fan device, that this method can be economically used where no other known method of larval control is feasible.

"'Reelfoot Lake, in northwestern Tennessee, known as "Fisherman's Paradise," was selected as a place to work out the details of the dusting equipment,' Le Prince said. This lake is of earthquake formation, with thousands of submerged stumps, the result of decaying forest. It has large areas of shallow and densely overgrown water, and there are many types of moss, duckweed, lilies, and other plants. The lake seemed to offer the most difficult conditions under which to operate. Parts of the lake were known to be producing mosquito larvæ profusely.

"Science has also enlisted the mosquitoes' natural enemies. Birds, fish, lizards, bats, and frogs have been used, together with other insects and plants, in an effort to stem the breeding. The greatest destroyer of the mosquito larvæ is the dragonfly, which feeds on them. Bladderworts, plants that live in the marshes, trap the larvæ in large numbers. The *Azolia Caroliniana* is another plant deadly to the mosquito.

"Several varieties of fish are used in furthering the cause of the mosquito fighters. The Gambusia, better known as minnows, are great destroyers of larvæ. They have been known to eat as much as fifty-six times their weight in larvæ in one hour. Goldfish and polliwogs are others known as destroyers of the mosquito's offspring."

EVEN the lowly and despised bat has been brought into the war. When placed in an infested area, bats seem to eat nothing but mosquitoes, and examinations of their stomachs show that they are capable of disposing of nearly one thousand in a single night. To quote again:

"The use of the cannibal, or French mosquito, while not wide-spread, has also met with considerable success. The cannibal feeds on the common mosquito, and has a great antipathy for humans.

"Federal officials have frowned on their use, however, fearing that after the other mosquito is exterminated the cannibal may lose its present distaste for man.

"A great deal of oil is used in disinfecting stagnant pools and marshes where the mosquito lays her eggs. Thousands of barrels of crude oil are being sprayed over such places, much of the work being done by airplane.

"If the health authorities of the United States have their way, the troublesome mosquito may eventually be entirely eliminated, most certainly held in check. According to one conservative estimate, the expenditure in the anti-mosquito campaign in the United States may reach one hundred million dollars in 1930. Cities, counties, and States are cooperating, for malaria as a result of the mosquito is found in even the largest cities."

Salt or No Salt?

WE ARE ALL SALTED just enough by Mother Nature.

She thinks—why, we know not—that seven-tenths of 1 per cent. is about right for the blood and other bodily fluids.

More or less makes us ill.

Hence, too much salt is a poison; but, if we have too little, salt is the only thing that will cure us. A vital food up to nature's percentage; then a toxic nuisance. Says a medical contributor to *L'Œuvre* (Paris), signing himself "Dr. B.":

"This question comes up at regular intervals.

"About 1905, under the influence of the work of the late Dr. Widal, salt was forbidden in all cases of edema, because edema was a sign that the bodily fluids were carrying an excess of sodium chlorid. But now there are known cases of progressive poisoning, some with fatal results, due to the suppression of salt in the food. Only the administration of salt in large doses has any effect in such cases.

"Numerous persons, especially among those convalescing after some disease, suffer from a deficiency of salt in their fluids. These should beware of adopting a saltless diet, which would probably lead them ultimately to the grave.

"On the other hand, those are not less numerous—especially plethoric persons—those with high blood-pressure and well-fed—who have too much salt in their fluids. It is for these latter that we must prescribe a diet without salt or low in salt.

"In general, our tissues are bathed in fluids that contain about seven parts per thousand, by weight, of sodium chlorid. This proportion is practically invariable in a state of health. The balance is so well adjusted that it can be disturbed only by serious lesions of the kidneys, liver, or arteries.

"How shall we go about resalting the body when it is necessary? If there is no hurry; if there is no indication of urgent action, merely put more salt on the food. If, on the other hand, there is immediate urgency, there must be intravenous or subcutaneous injections of artificial physiological serum, which is simply a solution of salt in water in the proportion of seven parts in a thousand."

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When Pins Drop in Hollywood

TWENTY-FIVE thousand people can now hear a pin drop in Hollywood Bowl, says *Science News Letter*, a Science Service publication (Washington). And here is how it happens:

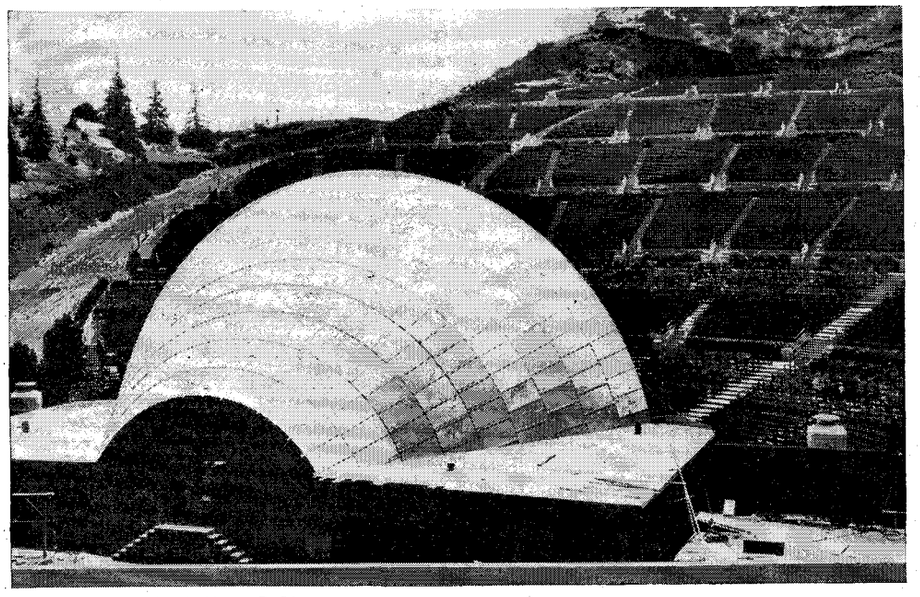
"In trying out the audibility of the new sound reflector on the Bowl stage, engineers devised an even more delicate test than the proverbial pin drop.

"They let one number ten bird shot, which weighs slightly more than one one-thousandth of an ounce, fall eight inches on a kettledrum.

"The sound was heard in every part of the Bowl.

"Even when dropt only one-quarter inch, listeners in three-quarters of the Bowl distinctly heard the shot strike.

"This reflector is the half-shell of a huge cone, 45 feet high at the front of the stage and 18 feet high at the rear. It is made of 36 tons of structural steel, and is padded inside and out with asbestos sheets. So carefully has it been designed that it directs more sound to those seated 550 feet away in the rear of the huge Bowl than to the occupants of 'bald-head row,' because the close-up audience gets enough sound from direct waves. No electrical amplifiers are used.



Courtesy of *Science Service* (Washington, D. C.)

Where Thousands Can Hear a Pin Drop. The Famous Hollywood Bowl

"The great reflecting cone is mounted on a portable stage, 105 feet wide and 45 feet deep, which is rolled aside 400 feet out of sight of the audience, when pageants are given."

New Gas to Cool Tropic Home

A NEW cooling gas for refrigerators may make the tropics a better place for white men to live, says *Popular Science Monthly* (New York). It proceeds:

"In Northern homes, it offers an ideal refrigerant for household ice-boxes of the mechanical or electric type, say engineers.

"All such refrigerators now on the market use some gas that can be comprest and liquefied to abstract heat from the refrigerator chambers. Several of the gases that have been in current use are poisonous, or at least irritating, should they escape from the pipe-coils that imprison them.

"The new gas, described before the American Chemical Society, is non-poisonous. Quantities of it, demonstrations show, may be breathed without the slightest ill effects. It is also non-inflammable. These properties are the result of the peculiar chemical composition of the gas, which is a compound of three familiar elements—carbon, chlorin, and fluorin. Its technical name is 'fluoro-chloro-methane.'

"Besides its household use, it may have other important applications, because of its highly desirable engineering qualities. It may be used to cool sleeping-rooms in the tropics, deep shafts in mines, and the cramped quarters of submarines."

To Cut the "High Cost of Health"

THE "HIGH COST OF HEALTH" is becoming a grave problem to people of moderate means, not because the doctors are becoming millionaires, but because of the multiplicity of charges for many things that now seem necessary for every operation or illness.

Drastic remedies for this evil have been proposed. One suggestion is government control.

To save the medical profession from any such "socialization," the organized doctors of America are urged to take the bull by the horns and establish their own medical centers for rich and poor.

Such is the remedy proposed by Dr. Malcolm L. Harris, of Chicago, retiring president of the American Medical Association, at the opening session of that body's recent convention at Detroit.

"Medicine is being besieged on every side by forces that are constantly growing stronger and stronger," declares Dr. Harris, according to a New York *Times* correspondent; "and unless some defensive effort is made to break the siege, the profession must eventually capitulate, become socialized, and become employees of the State."

This menacing problem of the medical profession was the theme of earlier DIGEST articles (June 30, 1928, November 9, 1929). Returning to the *Times* report, we quote:

"Dr. Harris suggested that American medical societies incorporate or organize for business purposes, and establish medical centers, owned, controlled, and managed by the societies themselves. These societies would provide all those unable to pay regular fees with the most advanced type of medical treatment, at prices commensurate with their financial ability.

"As 'an actual illustration of what may be expected to happen to the medical profession when it loses control of its own business,' Dr. Harris cited the formation of the Public Medical Service Association in England, which aims at establishing a universal medical service by the Government, available to the entire population, irrespective of ability to pay.

"'A bill to this effect has already been introduced in the House of Commons and it is admitted that the movement will be opposed by the medical profession. But when the legislation is passed, the profession will have to bow to the inevitable as it did when the national health insurance act was passed.

"'The idea is that health is of such vital national importance that the question of one's ability to pay should never arise,' said Dr. Harris in explaining the motives behind the British proposal.

"'Here is an actual illustration of what may be expected to happen to the medical profession when it loses control of its own business.'"

JUST as the British Medical Association is fighting the socialization of medicine in England, so must medical societies in America seek to counteract the movement in this country by voluntary cooperation, said Dr. Harris, according to the *Times* report, which continues:

"A situation similar to that in England confronts the medical profession in Belgium and Germany, where, as a result of legislation favoring the poorer classes, it is becoming increasingly more difficult for physicians to make a living. Dr. Harris said:

"'It is infinitely better to do these things voluntarily than to be forced to yield to coercion.

"'It is unwise to put this matter off from year to year while the siege of medicine is drawing its lines tighter and tighter.'"

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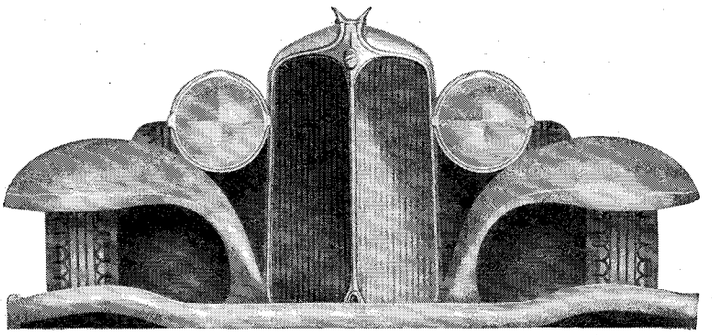

WALTER P.

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Only by change do man and the factors of his civilization move from the lower to the higher state; from the cruder to the finer development.

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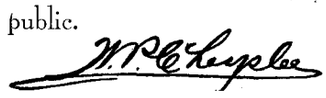
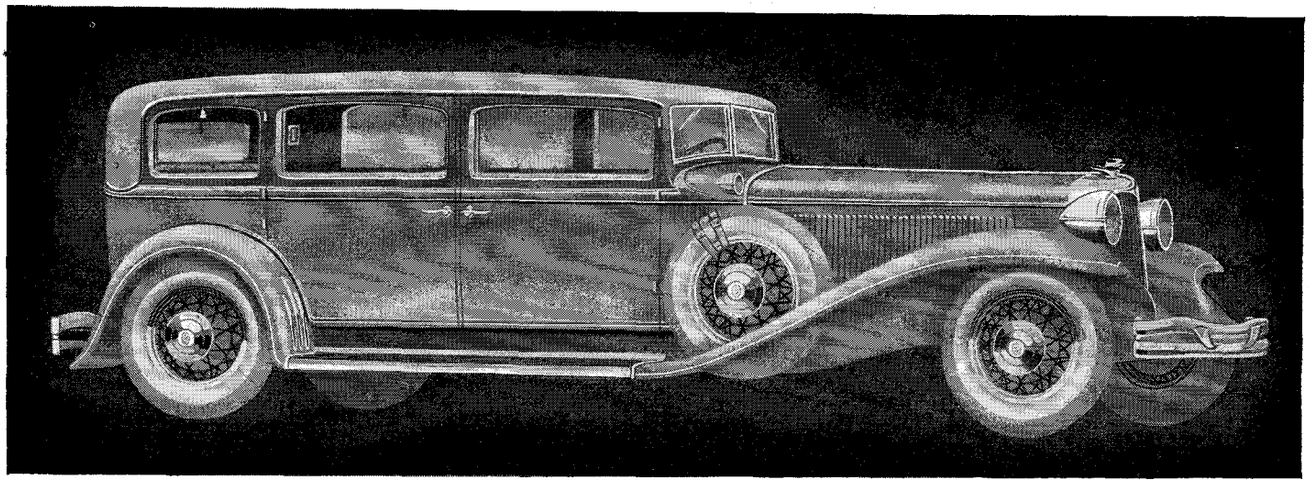
To maintain public approbation, we must give always finer, more dependable, more dynamic car performance —must offer always greater value, as well as motor cars that are better suited to the needs of modern transport.

Thus, our latest Chryslers—the New Chrysler Eight and the New Chrysler Imperial Eight—containing as they do, outstanding engineering and style improvements—are, we believe, milestones along the course of automobile progress.

We are proud and eager to submit these cars to the inspection and test of the public.





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A Straight Eight of silky, flashing speed. Designed, like its companion car, with very low center of gravity. Multi-Range 4-speed transmission. Chrysler internal hydraulic brakes. Four moderately-priced body styles: Royal Sedan; Convertible Coupe; Coupe with rumble seat; Roadster.

CHRYSLER IMPERIAL EIGHT

A sumptuous Straight Eight of breath-taking power and speed ability. Beautiful beyond words. Built to the finest standards in every detail. Four magnificent body styles: 7-Passenger Sedan (Illustrated); Sedan Limousine; 5-Passenger Sedan; Close-Coupled 5-Passenger Sedan.

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How Common Things Work—XXIII

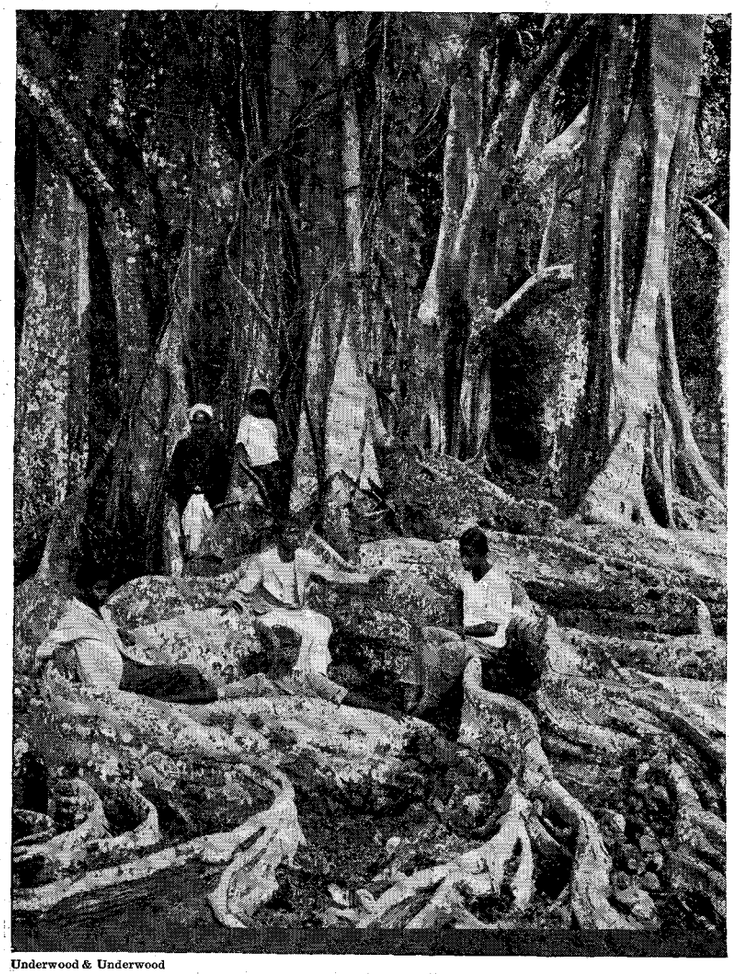
Rubber

INDIA RUBBER, OR CAOUTCHOUC, is used by most of us chiefly in garments and in the tires of vehicles. In the former case the fact that it is waterproof is utilized; in the latter, its elasticity.

Its origin and preparation are described as quoted below, in McPherson, Henderson and Fowler's "Chemistry for To-Day" (Ginn and Company). The authors write:

"Rubber is the product of various trees. The most important grows wild in the upper Amazon region, and is cultivated in large numbers in tropical regions such as Java, Sumatra, Ceylon, and the Malay States.

"The percentage of rubber obtained from the cultivated trees has increased very rapidly as the demand for rubber increased, until at the present time by far the largest amount comes from the rubber plantations. The rubber is obtained from the trees by tapping (cutting nearly through the bark). The sap runs from the cuts, and is collected in cups. This sap, which is known as the latex, is really an emulsion consisting mainly of minute rubber particles dispersed in water. It resembles milk in appearance, and is similar to milk in that the rubber particles are dispersed in it much as the fat is dispersed in milk. The rubber is separated by adding a little acetic acid, which causes the rubber to coagulate.



Underwood & Underwood

Rubber Trees in Ceylon. Note Root Formation

"Pure rubber is a hydrocarbon whose molecular formula is a multiple of the simple formula C_5H_8 [five atoms of carbon to eight of hydrogen]. It can be made in the laboratory, but the rubber made in this way costs much more than the natural product, and hence can not compete with it. The natural rubber is sticky and easily affected by the temperature, and as a result is worthless for most purposes. In 1839, Goodyear found that if the rubber is heated with sulfur, these objectionable qualities are overcome. This process is known as vulcanization.

"For most purposes the pure rubber is mixed or compounded with other materials, technically known as fillers. These fillers impart strength as well as other desired properties to the finished product. Carbon black and zinc oxid are the most common of these fillers. There is also added a small amount of certain organic compounds known as accelerators, which shorten the time of vulcanization and add desirable qualities."

Pluto Photographed Eleven Years Ago

MT. WILSON OBSERVATORY has found images of the planet Pluto on photographs taken in 1919. These accurately locate the new planet as it was eleven years ago, altho the planet was not discovered by Lowell Observatory until this spring. Says Science Service's *Daily Science News Bulletin* (Washington):

"With these new data it is to be expected that astronomers will be able to determine more precisely the orbit of Pluto, which computations up to now indicate differs widely from the shape of the orbits of the other planets.

"The 1919 photographs of Pluto were found by Dr. Seth B. Nicholson on four photograph plates taken by Milton L. Humason on December 28, 29, and 30, 1919, according to the reporting telegram sent to the Harvard College Observatory and relayed to other astronomers by Dr. Harlow Shapley. These show that the new planet at the end of 1919 was moving northwest, and was located in the constellation Gemini, the twins, the same one in which it was discovered by Lowell astronomers. It was, however, about thirteen and a half degrees to the west of the discovery position, close to the neighboring constellation of Orion. Because the sun is now in this region, these star groups can not be seen in the night sky.

"The planet has moved only a very short distance in the sky since its discovery. Thus the astronomers who have calculated its path have had a very small piece of the orbit from which to determine the shape of the rest. With a larger arc to work with, the orbit can be determined much more precisely, so it is expected that much of the controversy over the exact nature of the orbit of Pluto will now be settled."

A Globe-Trotting Cyclone

UTILIZING an exceptionally large fund of data from all parts of the northern hemisphere, C. L. Mitchell of the U. S. Weather Bureau has recently traced the paths of all cyclones and anticyclones—the "lows" and "highs" of the weather map—that appeared in this hemisphere during the first four months of the year 1925. One interesting result was the discovery of the first case known to science in which a storm traveled completely around the globe. Says Charles Fitzhugh Talman in his Science Service feature *Why the Weather?* (Washington):

"The disturbance in question first appeared on the morning of February 23 as a minor cyclone developed on the border of an older one near Havre, Montana. It moved eastward, rapidly increasing in intensity, but instead of moving down the St. Lawrence valley and going out to sea, as the majority of cyclones do, it turned northward in eastern Canada and traveled up to the region of Hudson Strait. Here it made a loop to the west and south and then moved east, crossing central Greenland. It reached Sweden March 6, and Leningrad, March 7. It then traveled across northern European Russia and southeastward across Siberia. It was central northwest of Korea on the morning of the 13th. By the 14th it was near Tokyo, after which it moved rapidly across the Pacific Ocean, reaching the coast of British Columbia on the 19th. It then followed a course across North America somewhat to the northward of its previous course, passing its starting-point on the morning of the 20th, and traveling 2,000 miles beyond that point, before it finally died out on the Gulf of St. Lawrence on March 23. The total length of the journey was about 21,400 miles."

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Is it the right oil for your engine just because it was made from this or that crude?

Motorists sometimes choose an oil for their engines because it is made from a particular crude. Is this safe?

The most eminent oil scientists say, "No, it is not."

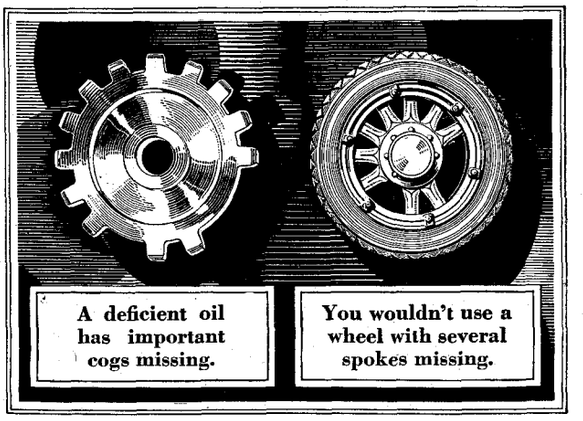
The *crude* from which an oil is made cannot control the lubricating quality of that oil. It may be one of the best crudes, yet the oil may be unsuited for your engine.

The makers of Mobiloil know that *crudes* alone never settle lubrication quality. Only skilled manufacturing can do that.

The manufacturing of Mobiloil takes place in the world's most modern lubricant plants. It is guided by the world's most experienced staff of lubrication experts. And the vacuum process—developed by the Vacuum Oil Company—is the process which made possible the manufacture of modern lubricating oil from mineral crudes.

WHAT PROPERTIES ARE ESSENTIAL?

In deficient oils, certain essential properties are missing. For example, your oil may be low in carbon-deposit, high in heat-resistance, yet be a poor oil because it has not enough *oily character* for your engine. Mobiloil gives you *all* these properties in correct proportion.



Carbon Control—keeps down carbon in your cylinders.

Heat Resistance—makes your oil last longer.

Oily Character—protects moving parts from wear and keeps the first-year feel in your engine.

Oxidation Control—prevents gumming and sticking of exhaust valves, and clogging of passages in oiling system.

If you want a *full duty* oil for your engine—with nothing missing—you will find a reliable guide to it in the Mobiloil Chart at your Mobiloil dealer's.

VACUUM OIL COMPANY

Makers of high-quality lubricants for all types of machinery

LOOK FOR THIS SIGN

Ask here for Gargoyle Mobiloil

Mobiloil

Your Mobiloil dealer cordially invites you to hear the famous Mobiloil Concerts each Wednesday evening . . . WEAF and 29 associated stations.

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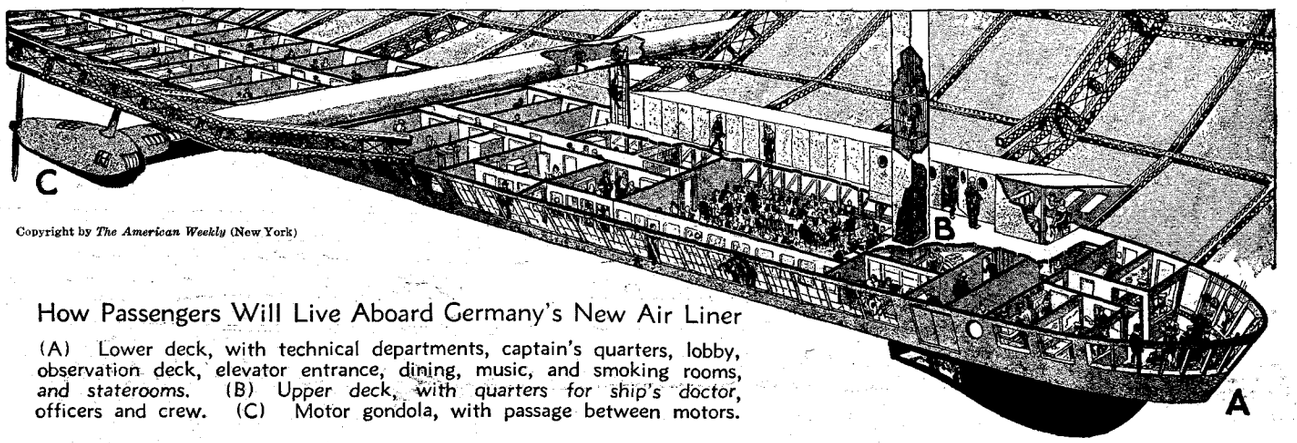

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How Passengers Will Live Aboard Germany's New Air Liner

(A) Lower deck, with technical departments, captain's quarters, lobby, observation deck, elevator entrance, dining, music, and smoking rooms, and staterooms. (B) Upper deck, with quarters for ship's doctor, officers and crew. (C) Motor gondola, with passage between motors.

Germany Plans Bigger and Better Zeps

THE MERRY GAME OF BUILDING bigger dirigibles than the *Graf Zeppelin* proceeds apace.

Great Britain has done it with the *R-100* and *R-101*, the former of which, it is announced, will start across the Atlantic for Montreal late this month.

America plans to do it with the *ZRS-3* and *ZRS-4*.

And now even Germany, the home of the *Graf Zeppelin* itself—that trusty storm-rider, heroine of transatlantic and round-the-world flights—has joined the sport.

Out of Friedrichshafen, like the pride of Dr. Hugo Eckener's heart, two *Graf*-beaters are scheduled to come, according to *The American Weekly*.

They will outdo their predecessor in every way, we read—in "size, speed, carrying capacity, and comfort for passengers." Then, too, there will be a place to smoke, a most annoying lack in the *Graf Zeppelin*, we understand.

The first of Germany's new Zeppelins, intended for regular over-the-ocean traffic, will be the *LZ-128*. It will carry 120 passengers and their luggage, a crew of forty-six, and ten tons of mail and express packages, we learn from *The American Weekly*. Three-day crossings of the Atlantic are planned, "with eventually two ships a week leaving each side."

THE *LZ-128* will have "a displacement of 5,287,500 cubic feet, and a cruising speed of seventy-five miles an hour, compared with the 3,877,500 cubic feet displacement of the *Graf Zeppelin* and its cruising speed of sixty-five miles an hour. The *LZ-128* will be 813 feet long and 132 feet in height. The *Graf Zeppelin* is only 778 feet long and ninety-eight feet in diameter."

In provision for the comfort of passengers, this new Zeppelin will compete with the finest ocean liners, we learn as we read on:

Its luxurious staterooms will be equipped with tubs and showers. There will be observation-decks and promenades on both sides of the craft.

Besides the large dining-room, which contains space for an orchestra, there will be music- and writing-rooms. Atop the hull is placed a solarium, or sun-bath room; a café-dansant by day, and night-club after dark, a bar, and a shower-room.

In the bow is the pilot-house or control-room with the operating machinery. Next come chart- and navigating-rooms, the captain's quarters, the radio- and television-room, and a corridor leading directly to the stairway to the crew's cabins on the upper deck.

The cost of each super-Zeppelin is estimated at $1,750,000. In constant service, their useful life is figured to be two years with one transatlantic trip a week, covering a total of more than 600,000 miles—many times the mileage of an automobile.

The route for the contemplated transatlantic air-service will be the one blazed by the *Graf Zeppelin* on its recent round trip—Friedrichshafen to Seville to Rio de Janeiro, returning via Havana and Lakehurst—we learn, pursuing the account:

It is expected that an average speed of seventy miles an hour will be maintained, and it is calculated that the south-bound voyage will require two days and seventeen hours, while the north and east trip will be made in three days, nine hours, or an average of seventy-three hours (three days, one hour) each trip.

Present plans call for stationary sheds at both terminals, measuring 1,000 feet long, 300 feet wide, and 200 feet high.

The cost of these sheds, including real-estate, workshops, gas-producing plants, radio stations, and other equipment, with suitable housing facilities for the necessary staff, is estimated at $10,000,000 each, or at $18,250,000 each if turning-sheds are employed.

Lakehurst is believed to be the natural site for the American terminal of the transatlantic air-service.

An airship has greater lifting power at sea-level than on higher ground. The *Graf Zeppelin* can lift 11,000 more pounds at sea-level Lakehurst than at Friedrichshafen.

For the operation of a regular transoceanic line, three to four airships, which will be in constant service, and one reserve ship will be required.

Between North America and Europe, airship departures every four days, and across the Pacific, fortnightly sailings in both directions are scheduled for the future.

Mail from China and Japan will eventually, it is predicted, be flown to America by transpacific airships, transferred to the transcontinental mail-planes now in regular service, and rushed to the Atlantic seaboard. There mail-bags for Europe will be stowed on the super-Zeppelins and carried in three days to the Continent, where local distribution will be done by airplane.

WORLD-WIDE airship service will at first be established on the routes "combining greatest possible saving of time with the most favorable atmospheric conditions." Continuing:

Even at the proposed reduced rates, and the ratio of only ten tons of mail and express to twenty tons of passengers, it is estimated that mail and express will prove far more profitable than the human cargo.

A business man will be able to travel from America to Europe and back in a week, allowing a day stop-over abroad for urgent business.

The Goodyear Company has acquired the American manufacturing rights, and is now building at Akron, Ohio, a dirigible that in many respects will outdo the new super-Zeppelins. While shorter than the German craft, the *ZRS-4* (the new American-built airship now under construction) will have a gas volume of 6,500,000 cubic feet, capable of lifting 200 tons.

Its eight powerful motors are expected to attain a maximum speed of eighty-five miles an hour, altho normal cruising speed will be about fifty-eight. But this huge craft is designed solely for military operations.

And yet, in spite of the spectacular performance of the *Graf Zeppelin*, and the ambitious plans of the German builders of the new super-Zeppelins, the ocean steamship lines do not seem to be at all worried.

Great transatlantic ocean liners are being built bigger, better, faster, and more luxurious than ever. It is realized that there is not much to be feared from competition through the air until the elements of safety of life and property have been more satisfactorily demonstrated.

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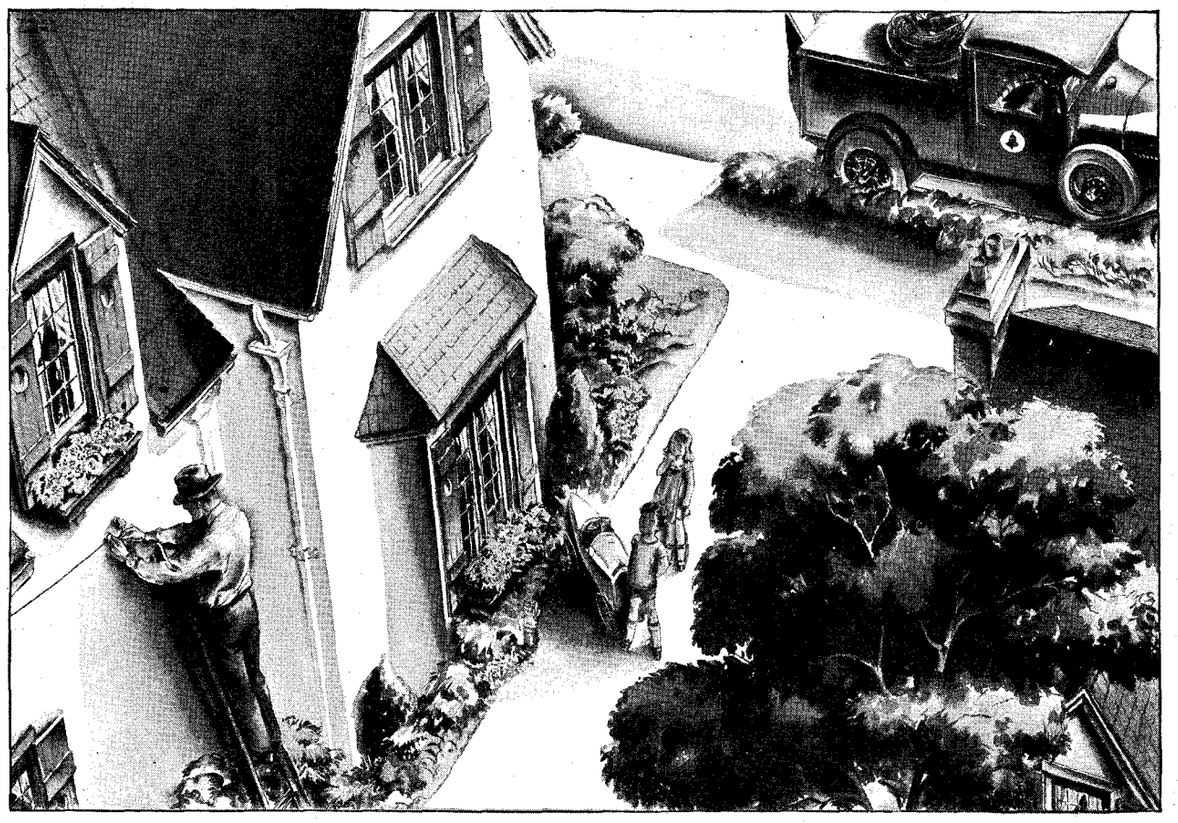

THE BELL TELEPHONE SYSTEM IS ORGANIZED TO GIVE CONSTANTLY IMPROVED SERVICE . . . QUICK, ACCURATE, EASY TO USE

What you want of the telephone... it is our business to give

An Advertisement of the American Telephone and Telegraph Company

WHEN you order a telephone, you want it put in promptly. During the last five years the average length of time needed to have a telephone installed has been cut nearly in half.

You want quick and accurate service, free from trouble. Good as the service was five years ago, today there are a third less troubles per telephone. During this same period there have been marked increases in the already high percentage of perfectly transmitted conversations.

When you make a toll call, you want a prompt, clear connection. Five years ago 70 per cent of all toll and long distance calls were handled while the calling person remained at the telephone. Today all but a very small per cent are handled this way.

The Bell System is organized to give constantly improved service. Several thousand persons in the Bell Laboratories are engaged in research that improves the material means of telephony. The Western Electric Company, with plants at Chicago, Kearny, N. J., and Baltimore, specializes in the manufacture of precision telephone equipment of the highest quality. From its warehouses all over the country, it supplies the millions of delicate parts for Bell System apparatus.

The operation of the System is carried on by 24 Associated Companies, each attuned to the area it serves. The staff of the American Telephone and Telegraph Company is continually developing better methods for the use of these operating companies. Your telephone service today is better than ever before. The organized effort of the Bell System is directed toward making it even better tomorrow.

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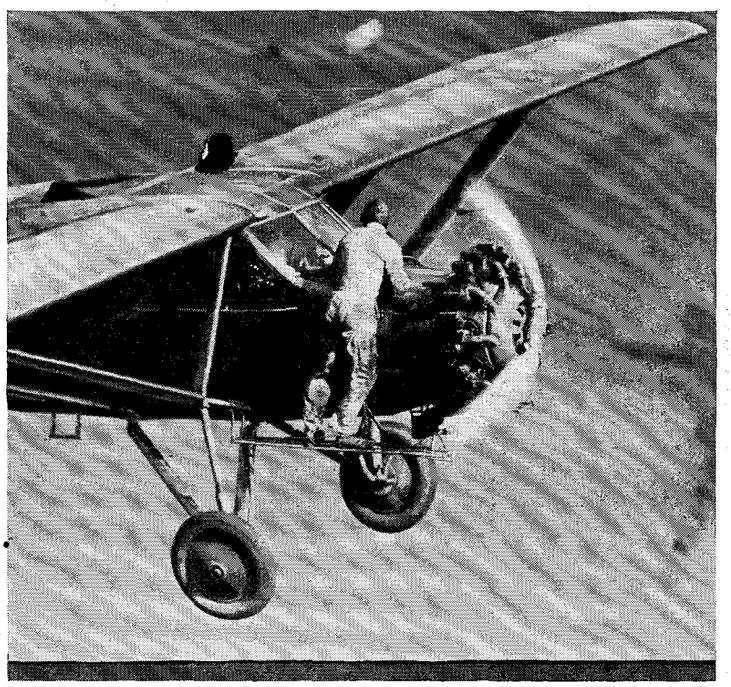
Two Farm Boys in a Second-Hand "Bus"

THE BOY STOOD ON THE BURNING DECK, and became the hero of a popular poem, but he didn't tear off one leg of his trousers for an oil rag.

That sublime sacrifice was reserved for the younger of the Hunter brothers, John and Kenneth, heroes of the latest and greatest of endurance flights. They are farming lads from Sparta, Illinois, and legend has it that they dug coal to earn the price of their first plane.



P. & A. photograph

Giving the Crowd an Extra Kick

When Kenneth Hunter gambled with death by crawling out along the catwalk to clear away debris caught behind the propeller.

Haggard for want of sleep, with stiff legs and oil-stained faces, the brothers brought down their second-hand plane, *City of Chicago*, after 553¾ hours of sustained flight.

The former endurance record thus handsomely broken was 420 hours, scored by Dale Jackson and Forrest O'Brine at St. Louis a year ago—and in another second-hand "bus," as recorded by THE DIGEST at the time.

It was an unexpected descent that the Hunters made, and it brought confusion to Sky Harbor airport, Chicago, which had become a Donnybrook Fair of hot-dog stands, concession booths, rubberneck planes, and other symbols of public interest. "Bearded and dirty-faced," says a United Press correspondent, John Hunter explained the cause of the landing, thus:

"The motor was beginning to freeze," he said. "The oil screen became clogged, and we could not clean it.

"For the last three days it has been pretty tough going. It took us a week to get used to living in the air, our food did not taste good, we felt bad and our ears hurt, but after that time we felt fine, and in fact we feel good right now, except we are sleepy. Previous to the last three days we got from four to five hours' sleep at a time.

"We planned to come down Saturday afternoon at three o'clock, but I did not want to take a chance landing with a dead motor.

"I have learned quite a bit about endurance flying.

"If I had it to do over I could prevent the trouble that brought us down by having a dual oil screen on the motor, so that one could be taken off and cleaned while the other functioned.

"We plan to keep the endurance record in the Hunter family.

"If our record is broken, some two of us boys will try to get it back. Regardless of that, I plan to make another flight over a designated course for a long-distance refueling record."

Kenneth, somewhat pudgy twenty-one-year-old youth, wiped the grease off his face with a piece of waste while chatting with the The United Press correspondent.

"It certainly feels good to be back on land," he said. "My legs were a little shaky at first, but I feel all right now. What I want most of all is a good night's sleep. On account of all the sightseers the last two days, we didn't get our usual amount of rest.

"We didn't have much trouble up there until the the final break. However, five or six hours before it came the oil began to bother us, and we knew that we would have to come down sooner or later."

IT was in this emergency that Kenneth made the supreme sacrifice of one perfectly good trouser-leg to mop up the oil. The cabin of the plane was an awful mess, we gather, and Kenneth Hunter is quoted as exclaiming:

"That's one thing I'll never go through with again as long as I live. It's the last word in torture and misery."

One prime nuisance, he revealed, was the incessant dogging by sightseeing planes, which interfered with sleep.

Contact with a refueling plane, the *Big Ben*, piloted by two other Hunter brothers, was made 223 times. Thus the endurance aspirants were served with 7,630 gallons of gasoline, 400 gallons of oil, and slathers of fried chicken, "hot dogs," hard-boiled eggs, and assorted goodies cooked under the eye of an indefatigable sister at the airport below.

And now we hear of plans elsewhere for a new and more elaborate form of endurance flight. This time according to advance specifications, the pilots will be relieved at intervals by a fresh crew, which will climb down from the refueling plane, permitting the relieved crew to return to terra firma by the same route reversed.

Thus will endurance flying be robbed of its terrors, and when robots are constructed to do the piloting the human element will be abolished altogether. In fact, "Human endurance is a centuries-old story," remarks the New York *World*, "whereas the endurance of airplanes is something of which we yet know

International Newsreel photograph

Now They've Dug Gold Out of the Air

Whereas once they dug coal to buy their first plane. The Hunter brothers—from left, Albert, Kenneth, John and Walter. The first- and last-named did the refueling.

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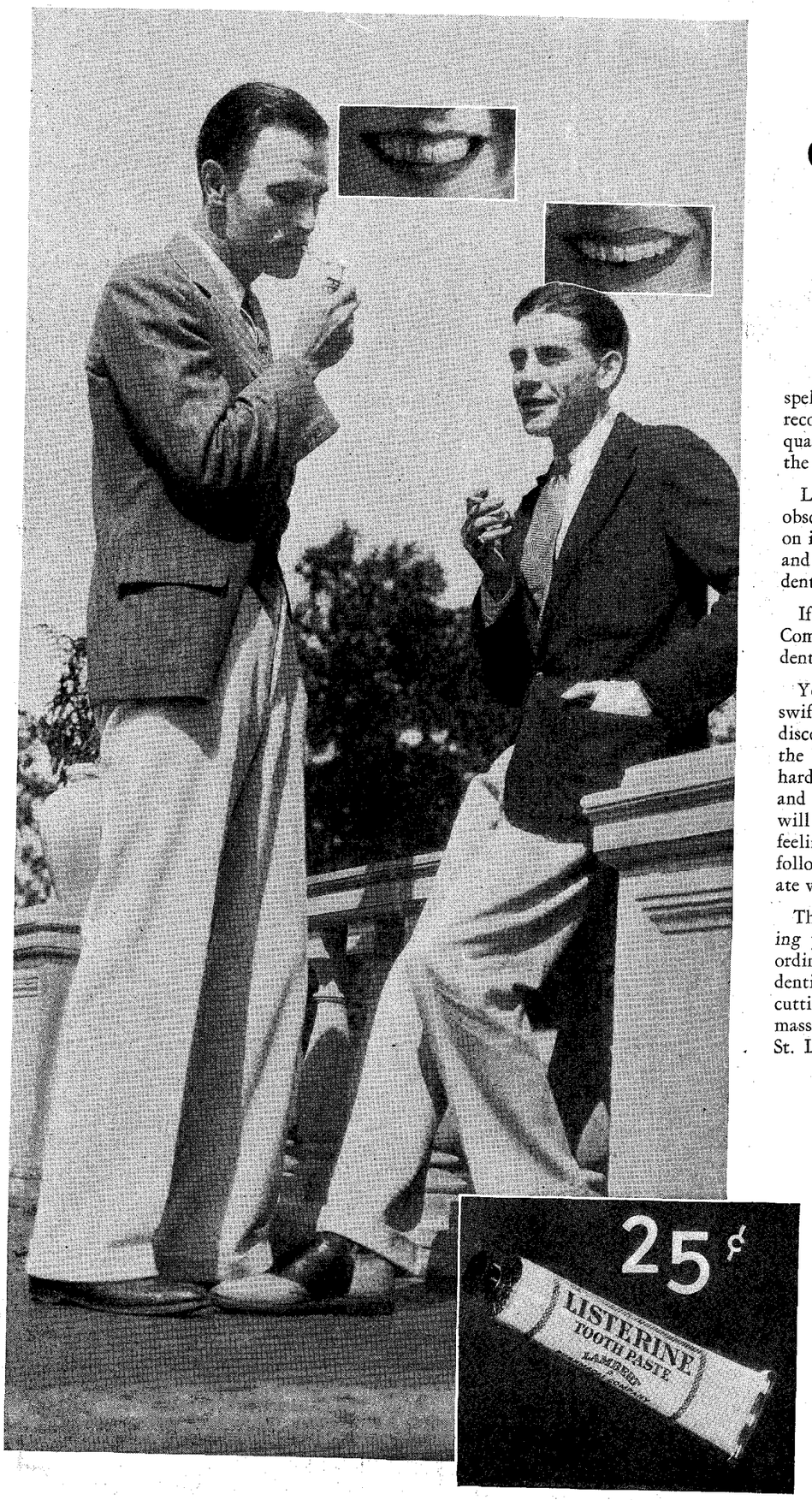
Results—not *price*—won millions to this dentifrice at 25¢



Mere price never spelled success for any product. To win recognition there must be unquestioned quality and guaranteed results. Such is the history of all successes.

Listerine Tooth Paste has leaped from obscurity to leadership in five years, solely on its merit. Millions have discarded old and costly favorites for this modern quality dentifrice at 25¢.

If you have not tried it, do so at once. Compare its results with those of any dentifrice at any price.

You will be delighted to find how swiftly but gently it removes food particles, discolorations and tartar. You will like the brisk business-like way it reaches the hard-to-get-at crevices between the teeth and leaves them clean as a whistle. You will be delighted, too, by the wonderful feeling of freshness and invigoration that follows its use—the sensation you associate with Listerine itself.

Then reflect that these benefits are costing you about half of what you would ordinarily pay. That we can offer such a dentifrice at 25¢ is due solely to cost-cutting methods of manufacture, and to mass production. Lambert Pharmacal Co., St. Louis, Mo., U. S. A.

Buy yourself a Cigarette Lighter with that $3 it saves you

Listerine Tooth Paste at 25¢ saves you about $3 per year per person compared to dentifrices in the high-price field. Spend that $3 as you please. A lighter is merely a suggestion.

LISTERINE TOOTH PASTE

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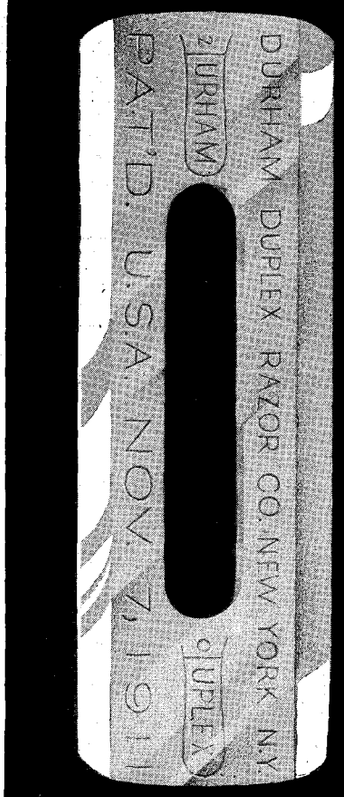
NOW

. . . THAT YOU'VE TRIED THEM ALL

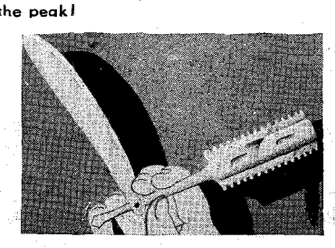
SETTLE DOWN TO DURHAM-DUPLEX



DURHAM-DUPLEX

THE RAZOR WITH THE BLADES MEN SWEAR BY-NOT AT

TRIED them all? Now get yourself a fresh package of Durham-Duplex blades and try something really *new*. Not in shape—not in name—not in finish—but new in the one thing that really counts—*shaving efficiency*. The hollow-ground edges on the latest output of blades are a pleasant surprise even to those who thought Durham-Duplex blades had already reached the peak!



MOTORING AND AVIATION

Continued

little." And from this point of view the editorial goes on:

With all due admiration for the pluck and determination of Kenneth and John Hunter—whose 553 hours in air will have a generous reward in money as well as applause—the most interesting aspect of their flight is the performance of their craft. It is not many years since it was considered marvelous for an airplane to remain in air long enough to cross the English Channel; now one remains continuously aloft for twenty-three days and covers 41,500 miles before landing.

The aircraft industry will take the greater pride in this evidence of progress in that the *City of Chicago* was no specially built machine. It was a second-hand Stinson-Detroiter, powered by a Wright motor, and in two years had already flown 70,000 miles.

On the same day that it ended its flight, Maj. Kingsford-Smith landed at Oakland, completing his circuit of the globe. He also had a second-hand airplane, a 1925 Fokker that he had bought in damaged condition from Sir Hubert Wilkins. With it and its engines he had accomplished in the last two years nearly 80,000 miles, under what he calls "the toughest conditions."

These tests are proof of the great recent advance in metallurgy, engine-building, and general airplane construction.

ONE of the thrills of the endurance flight was a visit from Kingsford-Smith in his *Southern Cross*, on his way to California. In honor of the Hunter boys, who had already broken the record, he executed some saluting maneuvers about their circling plane before going to alight at a neighboring air-field. A congratulatory telegram from Colonel Lindbergh was another stimulating incident.

Speaking of second-hand planes, the Miami *News* mentions another recent example of their airworthiness, and also gives us some further details, thus:

The Hunter machine has previously been used in two endurance record attempts of some ten days' duration each.

Kingsford-Smith's *Southern Cross*, compounded of parts of wrecked airplanes and battered in the unprecedented Pacific flight, conquered the head winds of the Atlantic. The motors had already seen about 800 hours' service, but pulled the plane through successfully.

The monoplane *Columbia*, itself once holder of the world's endurance record, and later flown by Clarence Chamberlin across the Atlantic into Germany, has just completed a 1,600-mile non-stop flight from New York to Bermuda and return.

It is said that Lindbergh originally tried to buy this machine for his New York-to-Paris hop. Its subsequent performances are another evidence of his judgment.

The fact that the planes which have been making flying history these last few days were already subjected to the hardest service is significant of the durability of the machine. When the industry trains pilots equally dependable, flying safety will be given great impetus.

Public interest in the flight was stimulated by the usual commercial trimmings. All the world knew that an oil man was paying the brothers $100 for each additional hour they remained in the air after breaking the record, and that other money was coming to them in various ways. Thus we read in the New York *World:*

To-day came an offer of $600 for the valves in the *City of Chicago*. A Cleveland valve concern wants them for experimental and exposition purposes.

A cigaret company offered the Hunters $10,000 to indorse its brand. They turned it down with the remark: "We don't smoke cigarets."

Sister Irene revealed this morning that it is not coffee that has been going aloft for twenty days in the containers, but milk and orange juice. Coffee men came by the scores to find the brand of coffee the boys drank, only to learn they drink no coffee.

The Hunters expect to reap a harvest by splitting into pairs and exhibiting at State fairs.

A CHICAGO dispatch to the New York *Herald Tribune* gives us a diverting picture of the aftermath of this climax in the history of the Hunter family:

The dazed Hunter brothers started hopefully toward fame and fortune to-day, flanked by six managers.

John and Kenneth were awakened about noon in the bungalow atop the Sherman Hotel by their sister Irene. It took her an hour to get them out of bed after an eight-hour sleep, but the managers were on the job bright and early.

After much haranguing and gesticulation it was decided that the flyers' first cash appearance would be at the Palace Theater to tell Saturday matinee crowds how they managed to keep the monoplane aloft. The decision was made only about an hour before the début was scheduled, and the Hunter boys, being better flyers than actors, immediately went into a huddle to learn some lines. Their stage contract is for four daily appearances for a week.

Harry T. Perkins, of St. Louis, who seemed to be the most dominant manager, planned the show. He stood before the footlights and called out Albert and Walter, who piloted the refueling ship; Irene, who prepared the meals, and John and Kenneth.

The brothers mumbled a few words and retired, but Irene was less bashful.

"I only supervised the cooking," she said, "but I want you to know that I can cook, too."

The brothers' speeches follow:

ALBERT—"We were in the refueler and didn't have much to do with the flight, but we're proud of John and Kenneth."

WALTER—"I'm lucky to have such brothers."

JOHN—"We're sorry we had to come down when we did, but our motor gave out, and we thought it was best to land while the landing was good."

KENNETH—"We're glad to bring the record to Chicago, and we're going to keep it here."

Perkins indicated the flyers would depart within three weeks for Hollywood and the talking motion-pictures.

Perkins emerged to-day with the title of general manager, but no one seemed to know who appointed him, and his authority was challenged at intervals by the five others. Clyde Elliott assumed the title of theatrical manager; B. J. Majewski, who

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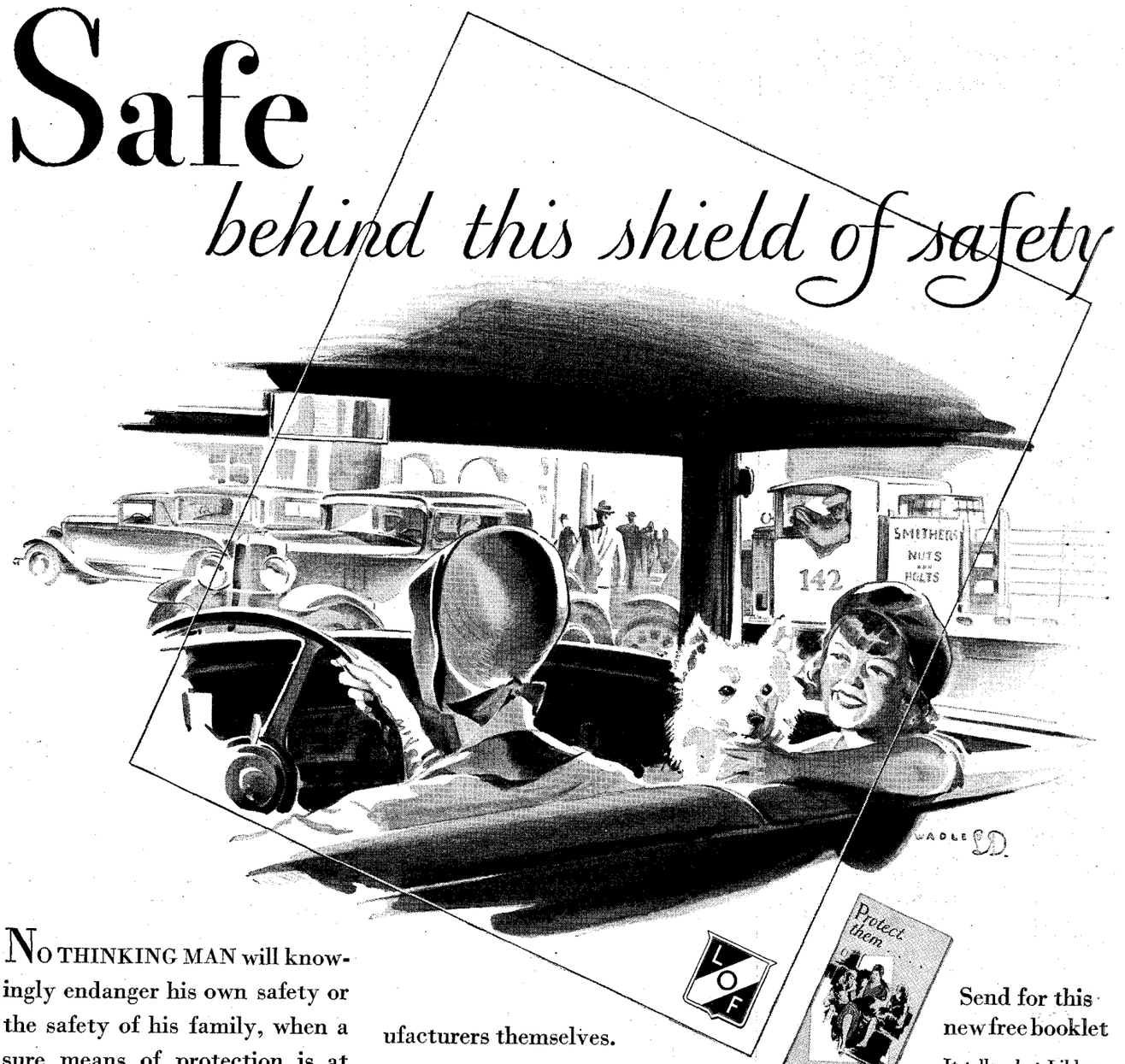
Safe *behind this shield of safety*



NO THINKING MAN will knowingly endanger his own safety or the safety of his family, when a sure means of protection is at hand.

It is precisely for this reason that people everywhere are demanding that the hazard of broken, flying glass be forever banished from motoring.

It is precisely for this reason that there is sweeping across the country today a tremendous movement toward safety glass for motor car use—a movement led and sponsored by motor car manufacturers themselves.

Libbey-Owens-Ford, long a manufacturer of quality plate glass for automobiles, years ago foresaw the almost universal demand for safety glass which actually exists today, and has now perfected a safety glass of unusual qualities to meet this modern demand.

Libbey-Owens-Ford Safety Glass will not release dangerous, sharp particles, pointed slivers, and jagged pieces to shoot through the air as the result of an impact. It is tough and tenacious. It is safe and it saves.

When buying your next car, ask your dealer for Libbey-Owens-Ford Safety Glass.

Send for this new free booklet

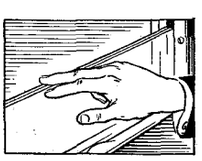
It tells what Libbey-Owens-Ford Safety Glass is and why it is *safe* for motoring.

* * *

LIBBEY-OWENS-FORD GLASS COMPANY
TOLEDO, OHIO

Manufacturers also of highest quality Plate Glass and flat drawn Window Glass

THE EDGE TEST



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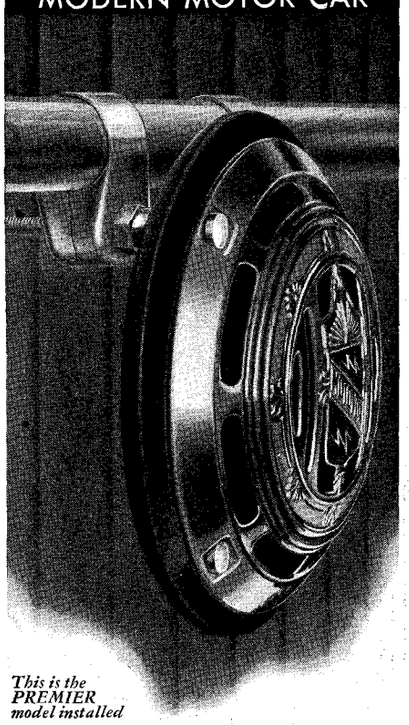

This is the PREMIER model installed

The Horn BELONGS
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SAFER
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MORE BEAUTIFUL
MoToVoX is one of the handsomest car accessories on the market today. A shining disk that adds distinction to the smarter car.

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MoToVoX has the voice of a leader. Its silver-clear clarion call commands attention and gets action.

EASY TO INSTALL
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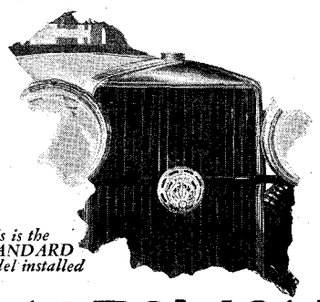

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MOTORING AND AVIATION

Continued

had acted at the airport, was named ex-manager; Wilson Herron and Mike Conroyd, who say they own an interest in the record-breaking plane, also were on hand with advice, and then there was a man who called himself Benjamin Benjamin, who admitted he, too, was a manager.

It all seemed part of a dream to the Hunter boys, the scrambling, the haste and confusion. They blinked and followed first one suggestion and then another. Also dazed by fame was Mrs. Ida Hunter, mother of the youths. For the first time in her life she had breakfast in bed in the Sherman.

"I've never had breakfast in bed in my life, and won't start now," she said when a waiter brought her a tray. She succumbed at the sight of the food, however.

Irene revealed that she, the four brothers, and another sister, Maybelle, now ill in Dansville, New York, are going to form a "flying six" and tour the country.

When Lindbergh flew to Europe, the Philadelphia *Evening Ledger* reminds us, the entire life of an airplane engine was estimated at 2,000 hours. Furthermore:

The ordinary engine needed regular inspection, and was usually given a complete overhaul at the end of every fifty hours of service.

Crack-ups in aviation's early days were commonly a matter of engine failure, and the pilot had no more persistent cause of anxiety than his motor. A large share of the safeguards provided for pilot and plane contemplated the real possibility of motor failure in flight.

But the recognized hazards of aviation have shifted within these few years.

Nowadays it is fog that is most feared, and engine failure is one of the minor dangers.

The actual distance of Lindbergh's flight has been so many times exceeded in all sorts of aerial achievements that the airplane motor is generally accepted as remarkably reliable.

But to realize how reliable it is, the performance of the *City of Chicago* must be compared with other engine tests.

The automobile engine, for example, is credited with a 400-hour record of continuous operation on the test track, which is probably better than any block test that was ever made of a gasoline power plant. But this falls far short of the record made by a motor in midair, in all sorts of weather.

It is generally agreed that credit for this performance belongs to materials rather than to perfection in design. Constant vibration induces in metals a process of crystallization, beyond which immediately comes the breaking point.

New processes of annealing and tempering the steels used at critical points in motor construction have steadily postponed this point of crystallization.

Fuels have also been improved, and practically freed of excess carbon; design has been simplified, and the motor sealed against dirt and weather.

But the real triumph is the perfection of steel, so that valve guides, pistons, connecting rods and wrist-pins carry on under constant and varying strains without breaking.

Four men share the triumph of this endurance flight.

But a whole host of others—engineers, laboratory-workers, metallurgists and inventors—have a share in the performance of the tireless motor. It is a typical product of the science which is patiently perfecting aviation in a thousand details by the work of thousands of heads and hands.

It proves again that when the perfect plane and perfect motor are built at last, no one man will build them but the genius of a generation or more of tireless workers.

Unexplained Airplane Crashes

The cause of the few airplane crashes in which motors fail for no apparent reason is often metal fatigue at hidden imperfections, frequently the inevitable result of parts vibrating in unison and thus multiplying to the breaking point the strains they bear. A device with magnetic eyes which penetrates the interior of steel parts now finds these minute defects where fatigue occurs, but the vibration danger still exists, says Science Service's *Daily Science News Bulletin* (Washington). We read:

"It is what broke three crankshafts during a single flight of the *Graf Zeppelin*, while the fourth did not quite reach the point of failure," said Roland Chilton, consulting engineer, of Paterson, New Jersey, in a recent report to the American Society of Automotive Engineers. "The same thing happens when glass bowls are shattered by striking a synchronous piano note," Mr. Chilton explained.

"A crankshaft may be constructed of material having an ascertained safe fatigue-endurance stress of 40,000 pounds per square inch for use where it is impossible to predict any operating stress higher than 10,000 pounds per square inch, yet one failure may occur in a few hundred shafts," he continued. "The failure depends entirely on how long the engine happens to be operated at a speed synchronous with the natural torsional period of the shaft system. It has absolutely no connection with calculated stresses from inertia and explosion loads."

The usual remedy is to "beef up" the crankshaft, not to make it stronger, but to bring its period above the operating speed of the engine, it was pointed out.

Another cause of failure at slight interior defects is the continuous vibrating of so-called rigid parts, the engineer said. The movement is as much as two-thousandths of an inch in a distance of one inch. Thus the fixt parts of the engine act very much like springs.

But the magnetic induction analyzer is coming into greater use to find the hidden weak spots which would pass visual and stationary testing, and is overcoming difficulties of both kinds of vibration, according to Mr. Chilton.

"This machine detects hair cracks, inclusions, segregation, and other defects in bar stock, which is fed rapidly through induction coils, and incidentally excites in any one, who watches it, a decided preference for engines built from stock so selected," he said.

Try Ear Muffs. A Wichita Falls woman recently patented an arm-rest for automobile drivers. A chin-rest for back-seat drivers would find instant appeal.—*Matador* (*Tex.*) *paper.*

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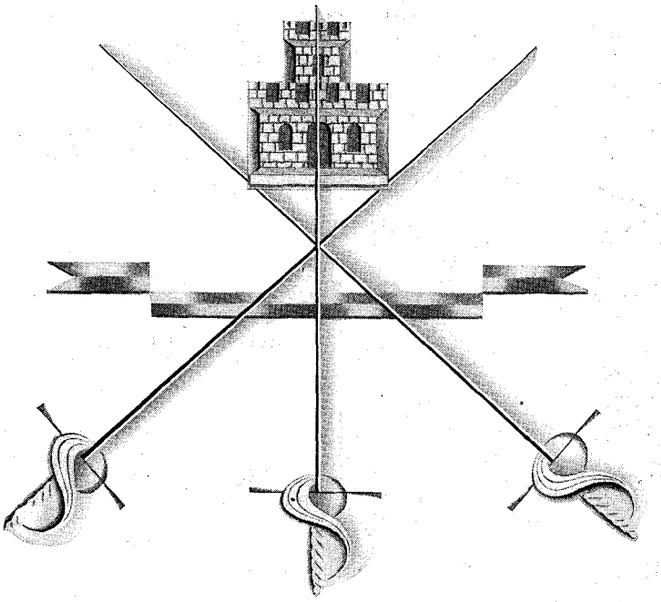

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LOYALTY IS A FORCE older than civilization, older than history, rooted in wild, dim days when fidelity might mean safety, comfort, possessions, even life itself. It endures today as a profound part of us . . . an attribute of friendship, of co-operation, of modern business and industrial organization. ⚜ No business can be successful which does not list among its assets the loyalty not only of the public, but of those within it. It must stand before the world as something authentic, something humane and fine. It must be able to command the respect of those with whom it has dealings . . . for its strength, its integrity, its enlightened spirit. It must have the imagination for leadership . . . and the courage. It must play fair. ⚜ To such a house men will give all that is best of themselves. They will hold it as something personal in their regard . . . making it part of their lives . . . going out of their way to serve its interests. And to such a house the public will give its patronage, consistently, warmly and generously. For the public is very human . . . *and the basis of human friendship must be faith!* ⚜ Advertising builds loyalties. Within the advertiser himself it inspires a new sense of responsibility for his product, of pride in his business. In those who work with him it instills a new feeling of mutual interest and common cause. . . . And steadily, year by year, it erects the edifice of public confidence . . . shaping in a name, a product or a brand an instrument for better faith and understanding . . . a lasting symbol of allegiance.

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INVESTMENTS AND FINANCE

Making Railroad History in Cleveland

THAT MAGNIFICENT new passenger terminal in Cleveland seems to mean a good deal more in railroad history than just another big station.

Its significance, declared President Patrick E. Crowley of the New York Central to 2,500 guests at the opening-day luncheon, "is that we who are charged with the duty of operating our railroads have confidence in the future." That is, it shows that the railroads are, according to this leading executive, maintaining their properties, improving their service, "and preparing for the business revival which we are confident will come."

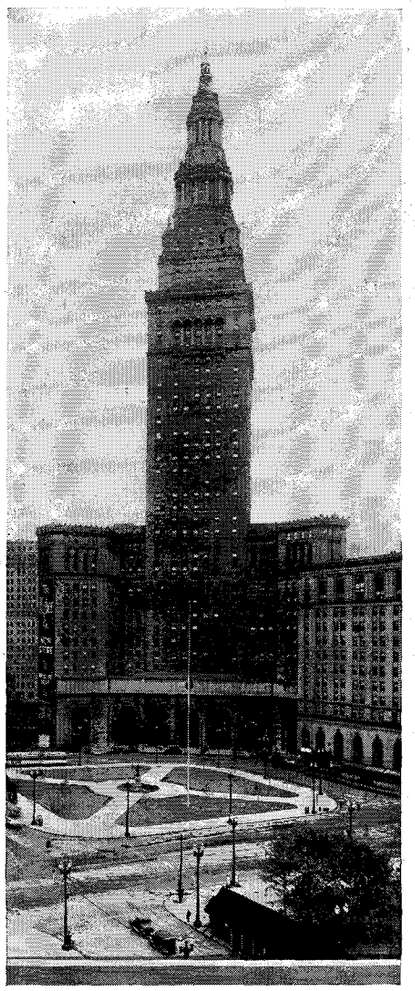
The same idea is enlarged on in a leading editorial in *The Railway Age* (New York), which points out that:

> In spite of the steady decline in passenger traffic throughout the country, the railways have been and are now engaged in the construction of as many or more new great passenger terminals than in any corresponding period in their history.
>
> It is less than a year since the New York Central completed its new station at Buffalo.
>
> The Pennsylvania is making a vast expenditure for complete new facilities at Philadelphia.
>
> The railways entering Cincinnati are in the early stages of a program that will involve the ultimate expenditure of more than forty million dollars.
>
> The Illinois Central is committed to the construction of a new terminal at Chicago, and the roads entering the Polk Street, La Salle Street, and Grand Central terminals in the same city have been making extensive studies of new facilities for their use involving outlays of more than a hundred million dollars.

AND when a group of railroads build in Cleveland "a passenger terminal which ranks in magnitude and completeness with the best in the country," then, we read on, "no better demonstration can be offered of the firm conviction of the railway managements that the railway passenger train is and will continue to be the primary means of long-distance, high-speed travel and of their realization that they must provide up-to-date facilities to render adequate and efficient service."

First among the unique features of the Cleveland terminal, *The Railway Age* places the development of air-rights—that is, the use of above-track space for commercial building—of which the Grand Central Terminal at New York has been the outstanding example.

Another feature is the electrification of the terminal area, which involves seventeen miles of line. It is pointed out in a descriptive article in *The Railway Age*, that this electrification "is the first project of its kind in the United States, where tunnel operation is not involved, that provides for the hauling of main-line passenger trains through a large city, with a transfer to steam power at each end of the electrified section."



Courtesy of the New York Central Lines

The New Cleveland Union Terminal

As seen from the Public Square.

To Cleveland the new terminal is also much more than just another railroad station. As Don K. Rennels writes in the Cleveland *News:*

> It is a monument to the vision and planning of the Van Sweringens.
>
> It is a monument to civic pride and municipal achievement.
>
> It is a monument to modern transportation requirements.
>
> It is a monument to usefulness and the prosperity of a great city.

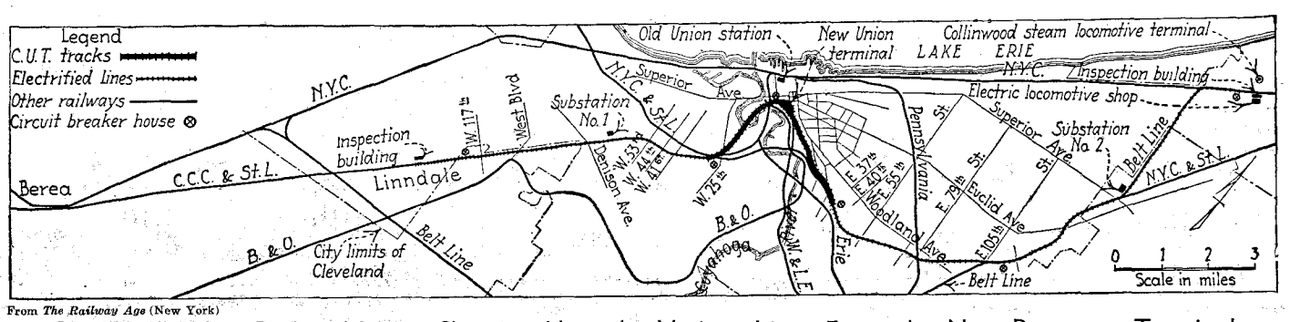
IT is further explained by Mr. F. F. Duncan, financial editor of *The News*, that the building of this terminal on the Public Square of Cleveland tends to fix the business center of the city, and thus the terminal is unique as being "the first in the annals of city building that has changed the heart of a city, and altered the entire aspect of its banking, retail, distributive business activities."

The dominant architectural feature of the group of terminal buildings is a great tower, 52 stories and 708 feet high, visible many miles out in Lake Erie. The site is a side-hill sloping down to Cuyahoga Creek, which bisects Cleveland. The station and its surrounding buildings are on the upper level and front on the Public Square and adjacent street; the tracks being below in the valley. As we read in a New York *Times* dispatch from Cleveland:

> The Cleveland Union Station building proper covers approximately seventeen acres.
>
> Above and surrounding it are the fifty-two story Terminal Tower, the Hotel Cleveland, the eighteen-story Medical Arts Building, Builders Exchange Building, and Midland Bank Building.

A $10,000,000 department store is now under construction alongside the tower, and, on another site, fronting on two 100-foot-wide highways which have been constructed over the terminal, the Government is planning to construct a new post-office building.

The undertaking embraced great feats of engineering, and involved rearing simultaneously a monumental station and the group of stately surrounding buildings, which are linked the one with the other into a thirty-five-acre "city-within-a-city"



From *The Railway Age* (New York)

Cleveland's New Railroad Map—Showing How the Various Lines Enter the New Passenger Terminal

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More than a thousand old structures were torn down to make way for this construction.

In addition to accommodating the passenger requirements of the railroads, the station will serve as a terminal for the system of metropolitan rapid transit now in the making.

The Railway Age tells us what it all costs:

The project represents a total expenditure of $179,000,000, of which $88,000,000 represents the outlay for the passenger terminal, electrification and approach lines provided by the terminal company; $40,000,000 the cost of improvements on the properties of the proprietary railways for additional tracks, improved passenger and freight facilities and engine terminals; $20,000,000 for rapid transit lines; and $31,000,000 for air-right buildings being built by a separate corporation, the Cleveland Terminals Building Company, over the station site.

THIS is a new chapter in the transportation history of Cleveland, declares the exultant *Plain Dealer:*

Eighty years after the first railway train snorted its smoky way into the city, we dedicate a magnificent union terminal. Over a late June week-end Cleveland drops the distinction of having the worst rail terminal in the world, and takes possession of one of the world's finest.

One would seek far for an example to parallel this—the very center of a teeming industrial community invaded, hundreds of structures razed, dozens of acres cleared and excavated, broad new radial lines laid out, a wide valley spanned, steam banned for electric propulsion, hundreds of millions spent to give trunk roads in the Cleveland area access to the heart of this community.

Summarizing accounts of the history of the project in the Cleveland newspapers, we find that the Van Sweringen brothers, who have built up a railroad empire since their acquisition of the Nickel Plate in 1915, have been the sponsors of a union terminal on the Public Square. Other sites had their advocates. Many legal and political obstacles had to be overcome before work on the project was definitely started in 1923.

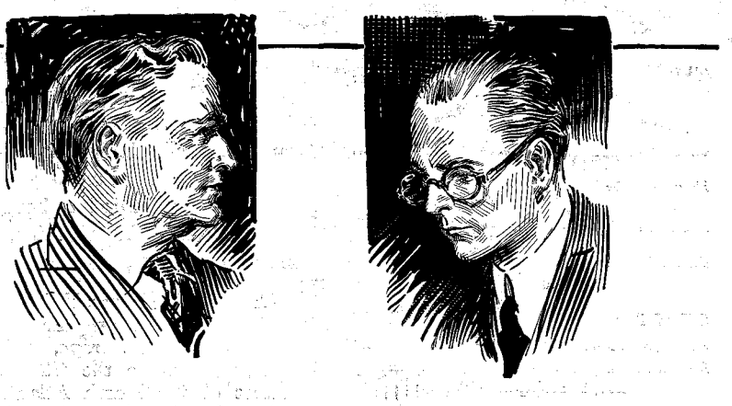
The New York Central, its subsidiary the Big Four, and the Van Sweringens' Nickel Plate are the joint owners of the corporation owning the terminal. As it is explained in a special terminal supplement of the Cleveland *Plain Dealer:*

These three roads will be the only ones entering the station at the outset, altho the Wheeling & Lake Erie already has contracted to enter the terminal and the Interstate Commerce Commission has given its approval to the contract. The Erie Railroad, which is controlled by the Van Sweringens, is certain to come into the new terminal, and it has been taken for granted all along that the Baltimore & Ohio also will avail itself of the facilities of the new station.

The Pennsylvania has indicated its opposition to a passenger station on the Square from the beginning of the project, and it now seems probable that the road will erect a separate terminal somewhere in the down-town area.

A word to the man with $500 to invest

from the man who handles millions



HOW would you like to sit down across the table from a multi-millionaire and get his honest, candid advice on how to invest your $500 or $5000 . . . his advice on protecting your future . . . his advice on securing financial independence?

This is what he would tell you:

Establish a backlog of good, safe bonds. Then buy seasoned dividend-paying stocks of the highest grade in established companies. Good bonds are safe and they bring in a *regular* income. A well diversified list of common stocks will enable you to share in the prosperity which everyone feels lies ahead.

Diversify your investment. Own a number of different kinds of bonds, and stocks in 25 or 30 different companies.

Own your securities outright. Let the market go where it will. Hang on and wait.

But, you will say, that is advice for millionaires only. Even one share of stock in 30 great corporations costs a large amount of money.

Today, however, almost anyone can follow this advice. For good, safe bonds can be bought in denominations as low as $500 to yield as high as 6¼%.

And Super-Corporations of America Trust Shares, representing an interest in each of 30 of the most successful corporations whose stocks are listed on the New York Stock Exchange, can be purchased for as little as $100.

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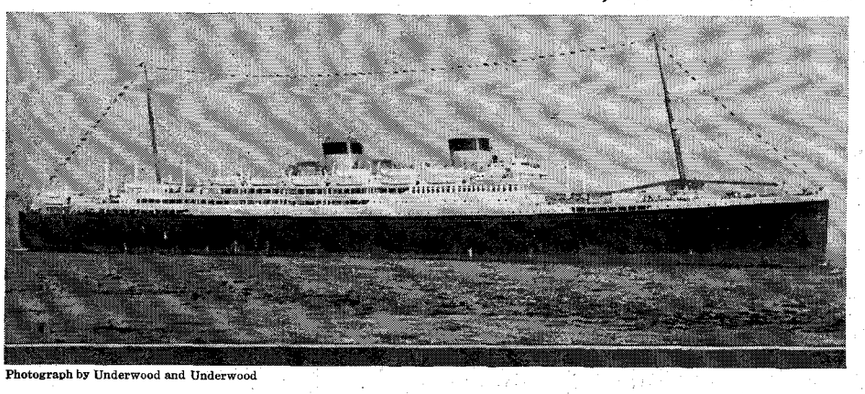

Photograph by Underwood and Underwood

"She Creates the Illusion of Fine Weather All the Way"

Says Captain Summers of the new "Britannic," here pictured.

Marine Rivalry Renewed in Earnest

ONE of the things the World War did, of course, was to put an end temporarily to ship-building activity and shipping rivalry on the high seas.

But now all this has been renewed in good earnest, the Washington *Post* reminds us:

The *Ile de France*, flying the tricolor, was followed down the ways by the *Bremen* and the *Europa*, which claim in Germany's name the title of twin mistresses of the North Atlantic, and now England, with the motor-ship *Britannic*, which has completed her maiden voyage to New York, makes her bid for the rich North Atlantic passenger trade.

AND we can all think of new ships put into service not so long ago by Italy, Holland, Japan, and other countries. It is a matter of regret to *The Post* that the United States seems to be lagging behind in this race; "while other nations have powerful and luxurious vessels in the water, America is only beginning to build." But the Washington paper can not help calling attention to some of these beginnings, since—

The *Britannic's* arrival in New York was made the occasion of an announcement by the United States Lines of the prospective keel-laying of the first of the two new 30,000-ton liners that are to be built to enable the American merchant marine to compete with the new foreign flag-ships.

The new American vessels will cost $21,000,000. Each will be 705 feet long with a beam of 86 feet, and a gross tonnage of 31,000.

They are designed for a speed of 20 knots, and their equipment will be such as to provide the utmost in luxury, safety and comfort.

These ships are the first to be built in a $90,000,000 building program, and it is intended that they shall be put in commission early in 1932. The keel of the first will be laid early in December.

BUT just now the *Britannic* has the spotlight. When she docked at New York after her maiden voyage on July 7, seven and one-half days out of Liverpool, the ship news reporters noted that this latest addition to the White Star fleet is Great Britain's largest motor-ship, and the world's largest cabin liner. The figures are: gross displacement, 27,000 tons; length, 680 feet; beam, or width, 82 feet; maximum passenger capacity, 1,550. She is the White Star's first motor-vessel, altho a sister ship is now abuilding. A representative of the *Britannic's* builders, Harland and Wolff of Belfast—who incidentally also built the first *Britannic* in 1874, and the second *Britannic* in 1913—describes the new ship's propelling machinery in the London *Times*. It consists of two ten-cylinder, double-acting, four-cycle Diesel motor engines of a type devised by the builders, producing 10,000 horse-power each. The vessel's speed is about 17 knots.

Officially, we read further on the shipping page of *The Times*, "the *Britannic* is a cabin ship—a technical term used by the North Atlantic shipping conference for rating purposes; briefly, it implies a liner of moderate size and of moderate speed."

In not too serious vein, Harry Acton writes about the *Britannic* on the ship news page of the New York *American:*

A cabin liner is just another member of the popular Parade of Mergers. She's taken what usually was First Class, stirred it up with accommodations formerly Second Class, and now you have the run of the boat for the Second Class price.

This *Britannic* also carried the Tourist Third or Student Tourist folks.

Tourist Third is just steerage all soaped up and polished, and with tableclothes in the mess room.

An ankle-deep Persian rug never sold a ticket to Europe. The very glorified atmosphere of their seacarts scared ordinary folks away. They figured Europe was five thousand dollars away. And it never flicked the eyelashes of the high-hat folks, either, because they had the same furnishings at home.

But with the coming-to-be of Cabin Liners, Tourist Third, One Class type of ships, us ordinary people started fumbling around in our pockets for spare nickels, and found we had enough to see their other side of the Atlantic. . . .

For instance, this season the First Class business of the big boats is terrible. The high-hat folks have come down to resoled shoes and brown derbies.

The Tourist Third and Cabin liners are clicking their cash registers merrily. There are more boys and girls with a hundred bucks than with a thousand.

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Painless Firing at Schenectady

PERHAPS the most painless form of being fired that the world has ever seen has been devised by the General Electric Company, of Schenectady.

Workmen who are laid off are still to be kept on the pay-roll.

The wide-spread unemployment just now makes the scheme well worth study by all who are facing this problem.

The idea is to keep the wolf from the workman's door when business depression cuts off his weekly pay envelop, and it is arousing wide interest.

A pioneering step in industry, this plan is announced by General Electric from its headquarters at Schenectady, New York.

Money for an unemployment fund will be raised, we read, through equal contributions by the employees and the company. A Schenectady dispatch to the New York *Times* tells us how the scheme will work:

The unemployment plan may be adopted by any works, regardless of the action of other plants, and the company will participate upon an affirmative vote of 60 per cent. or more of the eligible employees of that works. Any employee with continuous service with the company of a year or more is eligible for membership.

By enrolling, the participant agrees to pay into a trust fund created by the plan about 1 per cent. of his earnings for a period of three years, so long as they are 50 per cent. or more of his average full-time weekly or monthly earnings.

In abnormal times of unemployment, normal contributions by participating employees would cease, and all employees would be called upon to contribute. Thus employees who are subject to lay-offs would aid themselves as much as possible, and, when they could no longer do this, employees who are still working would contribute toward the aid of the men who are laid off. The General Electric Company would itself contribute in both instances to an equal extent to that of the participating employees.

"OF the total fund thus created, up to 3 per cent. will be available for the relief of employees or former employees in need," we are told by B. C. Forbes, of the New York *American*. "Up to 27 per cent. will be available for loans to employee members; the balance of 70 per cent. will be used for unemployment payments. The fund in each works is to be managed by sixteen directors, half of them employees, and the other half appointed by the company."

As for payments, we are told that "contributing employees laid off temporarily will receive 50 per cent. of their full-time earnings, but not more than $20 a week," and "such payments will not exceed ten weeks in any twelve consecutive months."

With the announcement of this plan, Gerard Swope, president of the company, also issued rules for stabilization of employment. They are:

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ASSOCIATED System electric and gas lines now carry convenient, automatic refrigeration to 13,741 additional homes. Employees sold this number of refrigerators, 230 carloads, to customers during a recent six weeks' campaign—more than twice as many as were sold by the Associated System all last year—more than were sold in the entire United States in 1922.

1930 purchases of appliances by customers were estimated at $8,221,000. $5,000,000 worth have already been purchased with the peak season still to come. This increased use of appliances assure a future of continued growth for the Associated System serving 1,375,000 customers.

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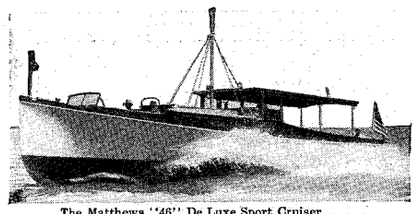

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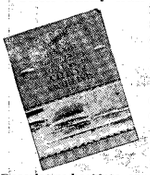

Descriptive booklets on Matthews "38" or "46" Cruisers mailed without obligation.

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Continued

When business is increasing:

1. Increase the working force by adding employees as slowly as possible.
2. Increase the number in especially busy departments by transfer from other departments.
3. Resort to overtime in particular departments, and, generally, before increasing the working force.
4. Postpone plant renewal and maintenance work as much as possible when employing the men on regular production.

When work begins to fall off:

1. Cease hiring at once.
2. Cut out all possible overtime, and bring departments down to the normal week.
3. Transfer people from slack to busier departments.
4. Stimulate the sales department to secure cooperation from customers, and get business for future delivery.
5. Build standard apparatus for stock up to month's shipments, based on average of last three years' sales, adjusted to expectation of next two years.
6. See that stocks at all factory and district warehouses are brought up to this maximum.
7. Use on maintenance and repair work; bring the plant and equipment up to a high standard.
8. Cut the normal week as generally and gradually as possible, by departments—down to 50 per cent. of the normal week.
9. Proceed with construction of increased plant facilities previously planned, using our own men as far as possible.
10. Drop new employees with less than one year of service—single persons with no dependents, and who are most easily spared, first—always with not less than one week's notice.

THE plan arouses wide and favorable comment among editors. It is "a gratifying indication of the growing determination on the part of business managements to ease the strain of unemployment," comments the New York *Evening Post*. "Here is an enormous industrial concern," says the Boston *Globe*, "one of the most important in the world, attempting to make a contribution to one of the problems the machine age has brought"—

In a less complicated era livings were often assured. The man who employed one or two workers considered them a part of his household. With the industrial expansion and the consolidation of small units into large companies, there was a disappearance of the human relationship. This has brought great evils. While work is plentiful, all may go well, but when the demand for it slackens, misery impends.

What the General Electric Company plans will have a direct effect only on its own employees, but, indirectly, if all works out as anticipated, it may prove to be a long step forward toward a more desirable era. The morale of the working force will be assisted by it, and the company should find that it means a more satisfactory output. The ups and downs of employment have had a fearful effect upon those who are subject to them. A shock absorber for periods of slack work should be of widespread benefit.

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By Margaret Story

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High Time Some One Wrote This Book
"Any woman who can look at the chapter headings of this book and resist reading it, is either 99 years old or too young to understand. . . . It's high time some one wrote a book like this." —*Pittsburgh Press.*

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"It is an authoritative guide to dress-wisdom and belongs among the best books of its kind."—*Salt Lake City Deseret News.*

Takes the "High" Out of the Cost of Being Well-Dressed
"No woman need say now that she can't dress correctly because she can't afford to, for this book takes the 'high' out of price levels, and puts the art of well dressing, 'chic' dressing, harmonious dressing, in the hands of every individual who has pride in personal appearance through proper attire."—*Columbus State Journal.*

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CURRENT EVENTS

Foreign

July 1.—Representatives of the British Government and of Irak sign an agreement under which Irak will automatically become independent on entering the League of Nations in 1932.

Earl Beatty and Earl Jellicoe, two leaders of the British Grand Fleet during the World War, attack the London Naval treaty, saying that Great Britain is the only Power to make any disarmament or any reduction.

July 2.—Pope Pius confers the red hat on five new Cardinals created at the recent consistory.

Chinese Nationalist troops are reported to have inflicted another severe defeat on the rebels along a forty-six-mile front in Honan Province.

July 3.—Replying unofficially to the suggestion of Foreign Minister Briand of France that a European federation be formed, Premier Mussolini of Italy says there must be a general revision of the peace treaties before any federation can be considered.

Nanking Government armies crush the rebellion in Southern China, say Nanking dispatches, after 15,000 rebels and 5,000 Nanking soldiers had been killed.

July 4.—The Dutch Government welcomes Foreign Minister Briand's proposal for a European federation, saying "any serious efforts tending to reduce the possibility of war and to develop cooperation between the nations" is welcome, but warning that "it would be impossible for the Dutch Government to collaborate in setting up an international instrument of discrimination."

July 5.—Winifred Brown, of Manchester, wins the King's Cup air race around Great Britain, landing first among eighty-eight competitors. She is the first woman to win this race.

William T. Tilden regains the Wimbledon singles championship by defeating Wilmer Allison of Austin, Texas, 6—3, 9—7, 6—4. The women's doubles championship is won by Mrs. Helen Wills Moody and Miss Elizabeth Ryan when they defeat Miss Edith Cross and Miss Sarah Palfrey, 6—2, 9—7.

July 7.—Sir Arthur Conan Doyle, noted novelist and spiritualist, dies at his home in Sussex, England. He was seventy-one.

Replying to the French memorandum suggesting a European federation, Foreign Minister Grandi states that Italy will willingly collaborate, but that such a union must be preceded by a solution of the problem of general disarmament.

The Lambeth Conference, called to discuss vital problems affecting the Church at large, opens in London, with 310 Anglican Bishops in attendance.

Wilmer Allison and John Van Ryn, holders of the Wimbledon men's doubles championship, retain their title by defeating George Lott and John Doeg, 6–3, 6 3, 6—2.

July 8.—In an address broadcast from London's new India House, King George pleads for peace in India.

Domestic

July 1.—Secretary Mellon announces a surplus in the treasury of $184,000,000 at the end of the fiscal year, $76,000,000 of which represents cash payments by foreign governments on their debts.

July 2.—The House votes, 272 to 41, to restore the $250,000 appropriation originally asked for the President's law-enforcement commission.

The Chamber of Commerce of the United States urges the Senate to ratify the London Naval Treaty.

July 3.—The Senate reverses itself and concurs with the House in voting $250,000 for the Wickersham law-enforcement commission.

Both Houses adopt the conference report on the veterans' bill, which retains the original House rates with the maximum pension of $40 for veterans with 100 per cent. disability, but eliminates the Senate amendments which would give pensions to those suffering from diseases due to "wilful misconduct."

The second session of the Seventy-first Congress adjourns.

President Hoover signs the rivers and harbors bill, thus starting the Government's fifteen-year program of waterway development at an expenditure of $144,881,902.

John and Kenneth Hunter come to earth at Chicago after setting a flying endurance record of 553 hours 41 minutes and 30 seconds.

The *Southern Cross*, piloted by Maj. Charles Kingsford-Smith, reaches Oakland, California, thus completing a tour of the globe.

The California State Supreme Court recommends that no pardon be granted Warren K. Billings and Tom J. Mooney, serving life sentences for participating in the bombing of the Preparedness Day parade in San Francisco in 1916, which cost ten lives.

July 5.—The revised report of the joint committee on health problems of the American Medical Association and the National Education Association states that the death-rate of the country has been cut in half since 1900, and that in the case of some diseases, notably diphtheria, it has been reduced 95 per cent.

A race clash at Emelle, Alabama, results in the death of two Negroes and two white men.

July 6.—Two more Negroes are slain at Emelle, Alabama, by posses searching for the slayers of two white men.

July 7.—The Senate convenes in special session to consider the London Naval Treaty, and hears from President Hoover that rejection of the pact would mean "that the world will be again plunged backward from its progress toward peace."

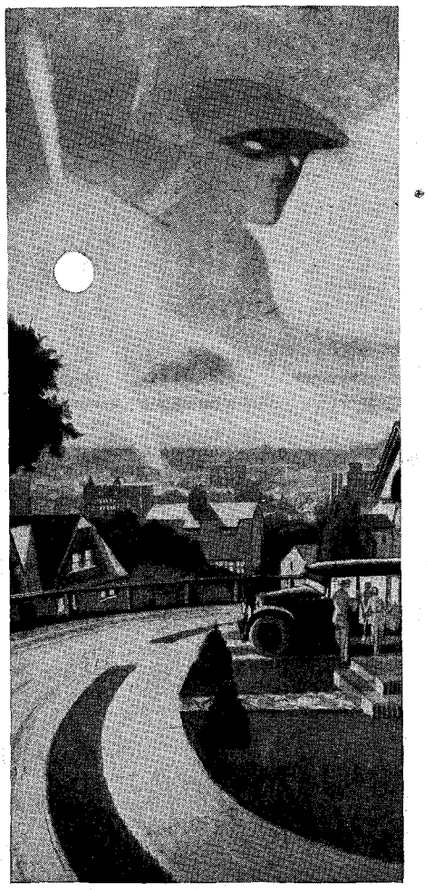
Construction of the Boulder Canyon dam in Arizona begins. It will cost $165,000,000, and keep 1,000 men at work from five to eight years.

July 8.—Gov. C. C. Young of California declines to pardon Thomas J. Mooney, saying that he must accept the conclusions of the State Supreme Court and the Advisory Pardon Board.

The Interstate Commerce Commission makes a sweeping readjustment in the class railroad rates, increasing some and lowering others. The new rates are expected to become effective in November.

Maj.-Gen. Wendell C. Neville, Commandant of the United States Marine Corps, dies at Edgewater Beach, Maryland. He was sixty.

The final census of New York City shows its population to be 6,955,034, a gain of 1,334,986 since 1920.



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THE SPICE OF LIFE

(TITLE REGISTERED IN U. S. PATENT OFFICE)

Breathing Spell.—SCHOOLMASTER — "This makes the fifth time I have punished you this week. What have you to say?"

YOUTH—"I am glad it's Friday, sir."—*Carlisle Journal.*

Shorn Lamb.—JUDGE—"Have you anything to offer the court before sentence is passed upon you?"

PRISONER—"No, yer honor; me lawyer took me last dollar."—*Masonic Craftsman.*

Pre-War Style.—Our bet is that if all the kitchen aprons in the hope chests of this year's June brides were laid end to end, they wouldn't reach from the front door to the breakfast nook.—*Cincinnati Enquirer.*

George on the Job.—TRAVELER—"Did you find a roll containing $50 under my pillow?"

PULLMAN PORTER—"Yes, suh; thank you, suh"—*Washington Dirge.*

Cross Marks the Spot. — MOTHER—"Well, Jimmy, do you think your teacher likes you?"

JIMMY—"I think so, mummy, because she puts a big kiss on all my sums."—*Scarboro Post.*

Seaside Falstaff. — "When you told me this story last year, you said you only killed three mutineers; now you say you killed thirty."

"True enough, Miss, but that was last year, afore you was really old enough to know the' orrid truth—all of it."—*Humorist (London).*

Noble Experiments.—MR. NEWLYWED—"Is the steak ready now, dear?"

MRS. NEWLYWED—"I'm sorry I'm so long, George, but it looked hopeless grilled, and it doesn't look much better fried, but if you'll be patient a little longer, I'll see what boiling does to it."—*Capper's Weekly.*

When Pain is Joy.—"Think of something very nice," said the dentist as he started to drill, "then you won't notice the pain."

The patient did not move.

"Splendid! What did you think about?"

"Well, I thought my boss was here in my place."—*Faun (Vienna).*

And Four Times Makes a Quadruped.—EPHRAIM—"What you call it when a gal gits married three times—bigotry?"

MOSE—"Lawsy, boy, you suttenly am a ignoramus. Why, when a gal gits married two times, dat am bigotry; when she tries it three times, dat am trigonometry."—*Humorist (London).*

As Good as a Feast. — SCHMUL—"Which would you rather have, a million or twelve daughters?"

LEVY—"Twelve daughters."

SCHMUL—"Why?"

LEVY—"If I had a million, I'd want to have two, three, ten, a hundred millions more. But if I had twelve daughters, that would be enough!"—*Muskete.*

Making an Asset of a Liability. — ANGRY FATHER—"Aren't you ashamed of yourself. You've been learning for three years and you can only count up to ten. What will you do in life if you go on like that?"

SMALL SON—"Be a referee at boxing matches."—*Moustique (Charleroi).*

Ever Try a One-Piece Bathing Suit in a Phone Booth? — Scientists have found a prehistoric animal with joints that worked both ways. Probably one of nature's abortive attempts to produce a creature that could get into a union suit in an upper berth.—*Trinidad (Colo.) Picketwire.*

"For gosh sake—turn him over—I can't work with that racket!" —"Judge."

Nailing Bridget.—"You have an admirable cook, yet you are always growling about her to your friends."

"Do you suppose I want her lured away?"—*Louisville Courier-Journal.*

Putting It to Work.—MRS. NEWLYWED—"I'm going out to buy a book."

HER FRIEND—"A book!"

MRS. NEWLYWED—"Yes, my husband bought me the most adorable reading-lamp yesterday."—*Yorkshire News.*

Exterior Decorator.—"It's most essential that you should refrain from doing headwork during the next few weeks."

PATIENT—"Yes, doctor, but it's my living!"

DOCTOR—"Oh, are you a scholar?"

PATIENT—"No, I'm a barber."—*Hummel (Hamburg).*

When Amos Marries.—In a court-room the other day, Judge White was reproving a colored man for deserting his wife, and dwelt at great length on the injustice he was doing. "Wife desertion is something, Rastus, that I must deal with severely, I'm afraid, and I feel very strongly on this subject."

"But, Judge, you don't know that woman. I ain't no deserter, I'se a refugee."—*Log.*

Slips That Pass in the Night

Barnyard Paderewski.—Experienced piano player for chicken shack.—*Ad in the Minneapolis Tribune.*

Easy to Please.—Young man wants work in small dairy farm or chicken ranch. Wages no objection.—*Vancouver Sun.*

Believe It or Not. — Switzerland, one of the largest nations in the world, maintains the smallest Army.—*Washington Times.*

In Prairie Chickens?—Census Gives Chicago 3,373,753,672,048 Gain; City Celebrates Its "Unprecedented Growth"—*New York Times.*

Raising the Birth-Rate?—
MOTOR DEATHS CUT
233 P. C. DURING MAY
—*Boston Herald.*

Say It with Raps.—
MC'CLURE FUNERAL HOME
Ask Those Whom We Have Served
—*Dayton (Ohio) Daily Journal.*

Better Let 'Em Alone,—
SNAKE BITES WOMAN;
DIES
—*Baltimore Sun.*

Excuse It Please.—He said while they were in Montreal, Miss Halperin had told him that she had lured Rothernberg to the street corner where he was struck down by a fake telephone call.—*Atlanta Journal.*

Needs Some Acrobatics.—Elizabeth Ann ——, flower girl, wore a quaint Kate Greenaway maize gown with the puffed sleeves, touching her ankles.—*Springfield Republican.*

The Making of a Songbird. — Miss —— was taken to Helena last Friday, and is an operatic patient at St. John's, having had an appendicitis operation.—*Townsend (Mont.) paper.*

Gleaning the Sheaves.—Dr. Du Bose, formerly of Memphis, has completed a revival at First Church here, during which tight new members were received.—*Memphis Commercial Appeal.*

Sweet Simplicity.—Miss Mary ——, sister of the Bride and maid of honor, wore a wide-brimmed hat of straw and organdie and carried a bouquet of mixed spring flowers.—*New York Daily News.*

Call an Ambulance.—A universe that, in our corner of it, measures from side to side one hundred and forty million light-years, is a universe too big for a God of jealousy, or one anxious to prove his superiorty to poor Jb, all evered with bils.—*Arthur Brisbane in a Mexican paper.*

Summer Comfort.—
If you are going to the Movies you can leave your
CLOTHES TO BE
CLEANED AND PRESSED
Just at the Left of the Lobby
—*Ad. in a Waterville (Me.) paper.*

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THE LEXICOGRAPHER'S EASY CHAIR

(TITLE REGISTERED IN U. S. PATENT OFFICE)

To decide questions concerning the correct use of words for this column, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

alibi.—"C. A. S.," Brattleboro, Vt.—A Latin word, that means "elsewhere," erroneously used for "excuse."

been.—"O. C. C.," Clandonald, Alta., Can.—The American pronunciation of this word is *bin*—*i* as in *tin*—when the word was so spelled. This is based on that introduced by the Pilgrim Fathers when they settled in America in 1620. In England the sound given to the digraph *ee* is the same as that given to "i" in *police*, so the word may be used to rime with bean, and the pronunciation is the same as is heard when *seen*, *keen*, etc., are spoken.

Congress, Congressman.—"C. E.," Pequot, Minn..—The term *Congress* is applied to both the Senate and the House of Representatives of the United States. *Congressmen* are either Senators or Representatives, altho the word particularly designates the Representatives. A member of the Senate is called *Senator;* a member of the House of Representatives is a *Congressman*.

interest, interested, interesting.—"D. M. G.," Ottawa, Ill.—Modern dictionaries give the pronunciation of these words as (1) *in'-ter-est:* (2) *in'ter-est-ed:* (3) *in'ter-est-ing* (with the *e* as in *over*). These words are sometimes slurred by English people, who also suppress syllables in such words as *dictionary*, *itinerary*, etc., saying *dik'shun-ry*, *i'tin-er-ry*, etc.

leprechawn.—"H. H.," Kansas City. Mo.—This word is pronounced *lep'ri-kon*—*e* as in *get*, *i* as in *habit*, and *o* as in *or*. The word belongs to Irish folk-lore, in which it is used to designate a dwarf who knows the secret of wealth which he must reveal if caught.

stateroom.—"F. J. H.," Washington, D. C.—The evolution of this word may be cited as follows: *cabin*, *state-cabin*, *stateroom*. The term *stateroom* was taken over from the British Navy. We have a note in Pepys' "Diary" which gives us a clue to this (See April 24, 1660): "Very pleasant we were on board the 'London,' which hath a *state-room* much bigger than the 'Nazeby,' but not so rich." Another evidence of this use is to be found in the "London Gazette" for 1694, No. 2, 982: "The yacht having lost in this rencounter but three men, who were killed by one great shot in the *state-room*." By the time the Hanoverian kings were on the throne of England the term was thoroughly established in the language, for Smollett used it in "Roderick Random," which was published in 1748: "A cabin was made for him contiguous to the *state-room* where Whiffle slept."

It is more than probable, altho it can not be proved for lack of source for examination, that we owe *stateroom* to *states-cabin*, as cited above. On the Barge Canal that extends from Ostend to Bruges, the cabin in the stern of the barge was always reserved for the States of the Province, and thus became known as the *States-cabin*. This use of the word *States* designated any one of the personages who belonged to the Estates of the Realm, delegates or representatives of certain ranks, orders, chief cities, etc., of a nation, assembled, as in the Diet, in the United Netherlands, where these persons comprised the States General, a term which we have, as applied to Holland, first noted in Norris' "English History" for 1585; but the word *state*, used to designate a class, rank, or a person of rank, is very old. Wyclif made use of it in 1380, in referring to an order or class of persons participating in the Government.

Stateroom, as a state compartment in a building, as the Guild Hall or some royal palace, is a derivative-term drawn from the practise of the sea. It was originally well understood, but we have a misuse by Scott in his "Cruise of the Midge": "The cabin had two *state-rooms* as they are called in the Merchantmen, opening off it." Now, the *London* and the *Nazeby* were both ships of the Royal Navy, and Scott, who came two hundred years after Pepys, evidently did not know that the term was one originally restricted to a commanding officer's quarters or to the quarters of some superior officer of state aboard ship.

The American uses to which you direct attention are other evidences of derivative use: such are "On the Pennsylvania Central line, a lady entered my *state-room*," by Hepworth Dixon in 1867 and "I used to engage a *state-room*, that is, a compartment on the train," by Edmund Yates in his "Recollections."

the pot of gold and the rainbow.—"M. G.," Alba, Okla.—According to the ancient tale, if any one succeeds in reaching the spot where the rainbow touches the earth and digs there that one will surely find a pot of gold buried there. The phrase "rainbow chaser" is derived from this old yarn, and the term is used to designate one who strives for things impossible of attainment; hence, a visionary or day-dreamer.

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By WILLIAM S. SADLER, M.D.

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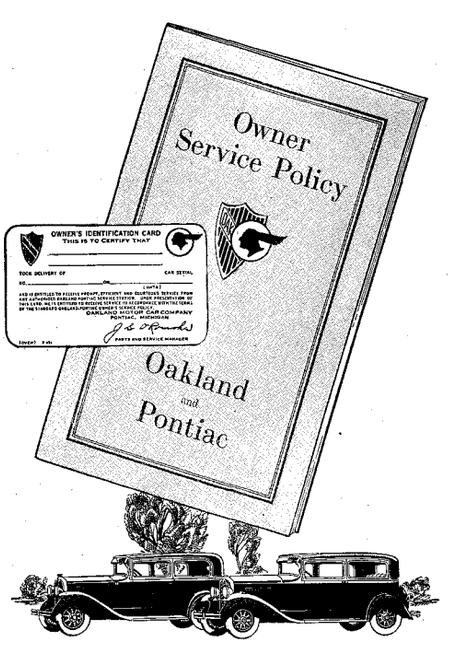

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